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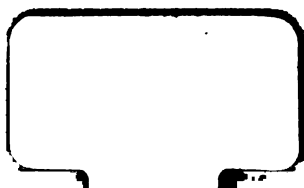
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Marine
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I tell you Cap,
"That's the Stuff!"



Transportation
Library

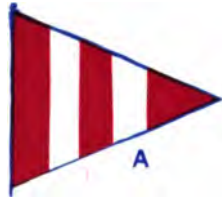
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THE BARTA PRESS, BOSTON.

INTERNATIONAL CODE OF SIGNALS.

ANSWERING



PENNANT.

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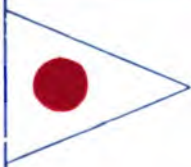
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ASSENT. YES.

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NEGATIVE, NO

The American Association of Masters and Pilots of Steam Vessels.

Eleventh Annual Voyage, Washington, D. C., January 25-30, 1897.

- | | |
|-------------------------|-----------------------|
| 1. JOHN T. FOWLER. | 16. GEORGE COVILLE. |
| 2. JOHN JENKS. | 17. WM. T. PETTUS. |
| 3. F. H. WARD. | 18. J. A. CLOW. |
| 4. WM. S. DURKEE. | 19. C. B. HOYT. |
| 5. LUTHER B. DOW. | 20. IVAN W. BRYAN. |
| 6. WM. S. VAN KEUREN. | 21. A. B. MILLER. |
| 7. WM. D. McMANUS. | 22. THOMAS SHIELD. |
| 8. BENJ. F. PERKINS. | 23. J. W. DAVIS. |
| 9. MOSES H. LONGSTREET. | 24. J. T. GRAY. |
| 10. H. H. FURGUSEN. | 25. L. A. MAHAFFY. |
| 11. J. C. SILVA. | 26. BEN M. MIRRIELES. |
| 12. GEO. TEBO. | 27. MACE CHAPMAN. |
| 13. JOHN A. BEACHEM. | 28. J. E. REYNOLDS. |
| 14. C. E. BENHAM. | 29. WM. DeGROFF. |
| 15. H. C. BUTLER. | 30. N. P. USINA. |

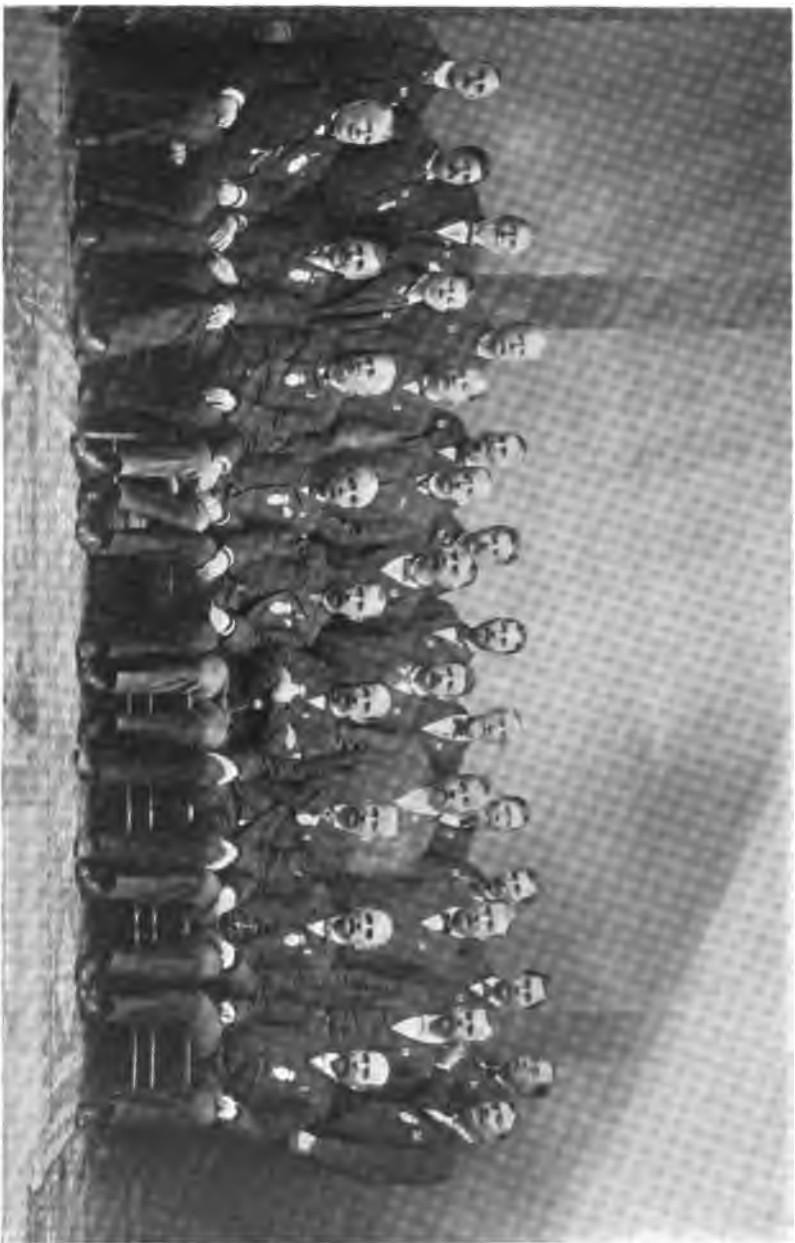


Photo. by Prince.

"NAVALITE'S" COMPLIMENTS TO THE MASTERS AND PILOTS OF AMERICA.

Chicago Varnish Company,

AMERICAN LINE.

RED STAR LINE.

CABLE ADDRESS
INTERNAVCO.

International Navigation Company.

Pier 14 North River.

John W. Plunkford,
Marine Superintendent.

New York. Jan. 21, 1897.

Geo. W. Lyon, Esq.,

Chicago Varnish Co.,

215 Pearl Street, New York.

Dear Sir:-

We have been using your Navalite on the Company's steamers for the last year and a half, on mahogany, teak and other bright woodwork on deck, also on deck chairs for passenger's use.

I have much pleasure in stating that since we have been using Navalite, it has given every satisfaction, and up to the present time have not succeeded in finding anything better or cheaper.

Yours truly,


Marine Supt.

New York, Boston, and Chicago.

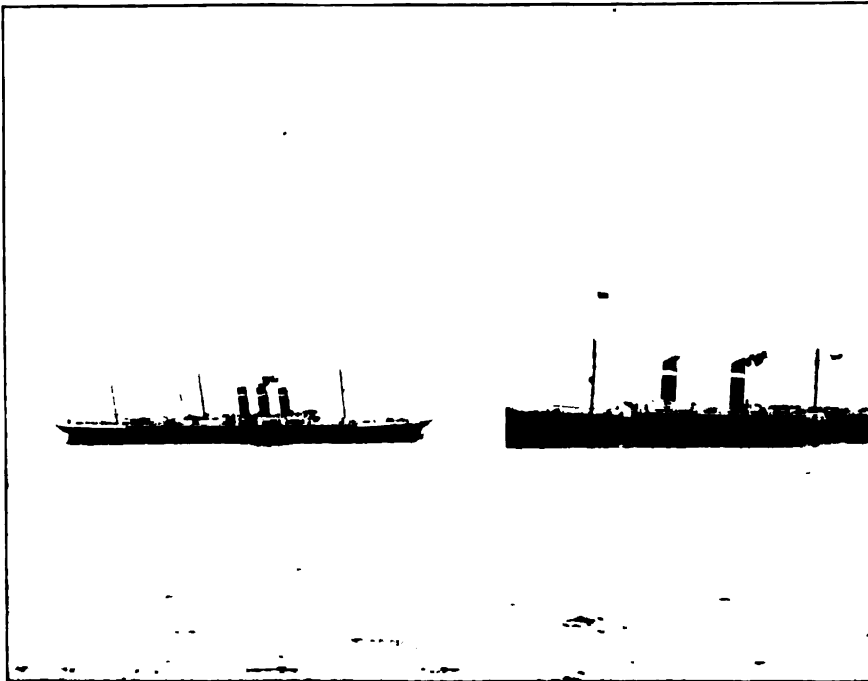


Photo. by N. L. Stebbins.

S. S. NEW YORK.

S. S. ST. PAUL.

Of American Line (International Navigation Co.)

Chicago Varnish Company,



**INDUSTRIAL
POWER & LAUNCH CO.,**

- BUILDERS OF -

**HIRSCH LAND AND MARINE
MOTORS AND LAUNCHES,**

ENGINE. INVISIBLE,
ECONOMICAL
AND ALMOST NOISELESS.

**35 AND 37 NASSAU ST.,
NEW YORK.
Feby. 3rd, 1897.**

**G. W. Lyon,
Marine Department,
Chicago Varnish Co.,
New York.**

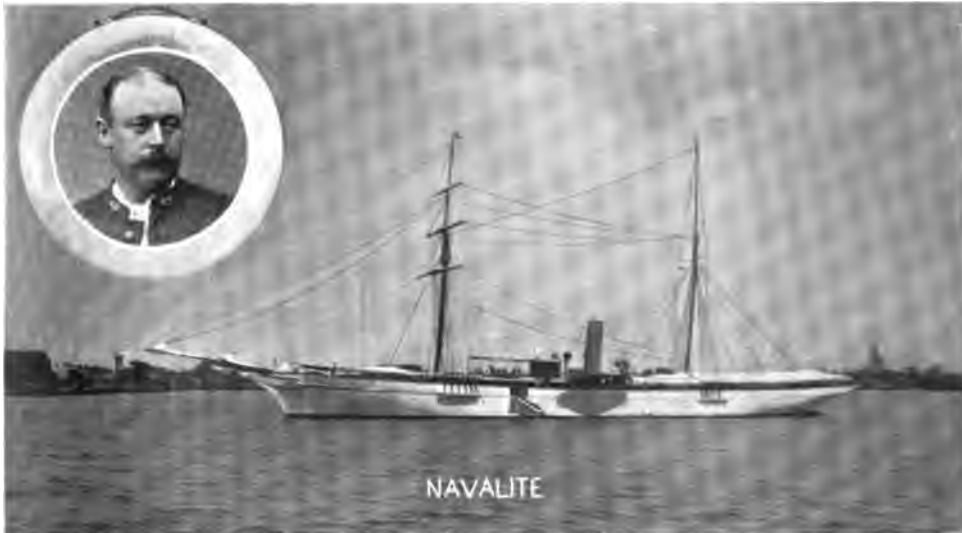
Dear Sir:-

We use your Navalite on all our launches because of its durability and finish.. We tried everything, but reached satisfaction only since using Navalite.

Yours very truly,

G. F. Thayer
General Manager

New York, Boston, and Chicago.



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Mr. D. A. Brand, Master.

NARADA.

WINTER QUARTERS, STEAM YACHT "NARADA,"
NEW LONDON, CONN., Feb. 15, 1897.

**MR. GEO. W. LYON, MARINE DEPARTMENT,
CHICAGO VARNISH CO., NEW YORK.**

DEAR SIR:— Your letter of 10th inst. just arrived. Have used "Navalite" for the past *four* years. Have tried all kinds of "spar" varnishes during that period, both while cruising at home and foreign. No varnish has stood what "Navalite" has on the "Narada." Your "Cabinoleum" is the best interior varnish I can find — wears like iron.

Yours very truly,

(Signed) D. A. BRAND,
Master.

Chicago Varnish Company,



Photo. by N. L. Stebbins.

ILLAWARRA.

Mr. Alex. Corkum, Master.

Screw Schooner.	{	L.	129.10	Beam, 18.6	{	EUGENE TOMPKINS, Esq., Owner.
		W. L.	106.3			

ON BOARD YACHT "ILLAWARRA,"

SOUTH BOSTON, Feb. 8, 1897.

CHICAGO VARNISH CO.

GENTLEMEN:— For the past four years I have used your "Navalite" exclusively, and shall continue its use, as I find it to suit my requirements better than any other marine varnish on the market. I have also tested your "Cabinoleum," and from the results obtained I firmly believe it will stand unrivaled as an interior varnish, and shall use it also.

(Signed) ALEX. CORKUM,
Master Steam Yacht "Illawarra."

New York, Boston, and Chicago.



Photo. by Frank H. Childs, Newport.

Mr. J. C. Silva, Master.

ADMIRAL.

Steam Yacht.	{	L.	133.6	Beam,	19.6	}	RICHARD W. COMSTOCK, Esq., <i>Owner.</i>
		W. L.	117.0	Draught,	7.6		

PROVIDENCE, R. I., Feb. 3, 1897.

MR. GEO. W. LYON, MARINE DEPARTMENT,
CHICAGO VARNISH CO., NEW YORK.

DEAR SIR:—Am pleased to answer your inquiry of 1st inst. just received. Have used "Navalite" for past three years because I have found it superior to any other "spar" varnish in durability, finish, and drying properties. For interior work "Cabinoleum" I believe to be beyond matching. Its gloss and wear is astonishing.

Very truly,

(Signed) J. C. SILVA,
Master Steam Yacht "Admiral."

Chicago Varnish Company,

BUILDERS OF
Parina,
Moghoire,
Sablier,
Sachima,
Alcena, *Martin,*
Varna, *Ajulo,*
Iagumar,
and many others.
 MARINE RAILWAY
 AND BASIN.

George Lawley & Son Corporation,
 BUILDERS OF
 Steam and Sailing Yachts,

STEEL, WOOD OR COMPOSITE

JEFFERT'S MARINE GLUE.

GEO. F. LAWLEY, Pres.

THOMAS HIBBARD, Treas.

MANUFACTURERS OF
Yacht Toys & Trainers,
Talent Slighter,
Potent Darts,
Steering Wheels,
and
Yacht Trimmings.

YACHT FORGINGS
 A SPECIALTY.

Sc. Boston, *Feb. 8th* 1897

Mr George H. Lyons
 Marine Department
 Chicago Varnish Co

My dear Sir

In reply to your
 last, would say that we used
 last season more of your Navalite
 than any other make, and the
 demand is constantly increasing

Very Truly Yours
 Geo Lawley & Son Corp
 G. F. Lawley Pres.

New York, Boston, and Chicago.



**BASIN, FACTORIES, MARINE RAILWAY, AND YARDS
OF THE
GEORGE LAWLEY & SON CORPORATION, SOUTH BOSTON, MASS.**

Chicago Varnish Company,



Copyright, 1896, by C. E. Bolles, Brooklyn, N. Y.

Mr. Irving Titus, Master.

ALICIA.

Steam Yacht. {	L.	180.0	Beam,	24.0	} HENRY M. FLAGLER, Esq., Owner.
	W. L.	160.0	Draught,	10.8	

PALM BEACH, FLA., Jan. 15, 1897.

MR. GEO. W. LYON, MARINE DEPARTMENT,
CHICAGO VARNISH CO., NEW YORK.

DEAR SIR:—Your letter just received. If any one desires to know how "Navalite" looks and wears, send them to look at the "Alicia." I have used "Navalite" for four years because it gives better results in *every way* than I can obtain from any other "spar" varnish.

Yours truly,

(Signed) IRVING TITUS,
Master Steam Yacht "Alicia."

New York, Boston, and Chicago.

ESTABLISHED 1843

FLAGS
MARINE HARDWARE
PAINTS OILS
VARNISHES
WASTE PACKINGS,
CONTRACTORS SUPPLIES
ENGINEERS
TOOLS, ETC



DICTATED BY

New York, January 22nd, 1897.

Mr. Geo. W. Lyon,

Marine Department,

Chicago Varnish Co.

Dear Sir.-

Your esteemed favor of the 19th inst. at hand, and would say that it gives us great satisfaction to be able to report, that we have been selling large quantities of your Marine Varnishes for the past four years, and the demand for them continues to increase.

Very truly yours,

O.C. & K.R. Wilson

Chicago Varnish Company,



Photo by Frank H. Child.

MON RÊVE.

Mr. Fred Perry, Master.

{	L.	87.0	Beam,	19.0	{	DR. CHAMBERLAIN, Owner.
	W. L.	67.0	Draught,	8.10		

MR. GEO. W. LYON, MARINE DEPARTMENT,
CHICAGO VARNISH CO., NEW YORK.

BOSTON, MASS., Feb. 5, 1897.

DEAR SIR:— In answer to your letter of 3d inst. I cannot say too much in favor of both your "Navalite" and "Cabinoleum." I never have found a "spar" varnish that would wear equal to "Navalite" and hold its gloss. For interior use "Cabinoleum" is way ahead of the market.

Yours truly,

FRED PERRY,

Master of "Mon Rêve."

New York, Boston, and Chicago.



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T. B. Alvig, Master.

LOYAL.

Schooner Yacht.	{	L. 79.0	Beam, 19.0	{	NATH'L C. NASH, Esq., <i>Owner.</i>
		W. L. 61.0	Draught, 7.6		

BOSTON, MASS., Feb. 1, 1897.

MR. GEO. W. LYON, MARINE DEPARTMENT,
CHICAGO VARNISH CO., NEW YORK.

DEAR SIR:— Yes, the "Loyal" still uses "Navalite," and will so long as I am in charge, because after testing all well-known "spar" varnishes I find there is nothing like it.

Yours very truly,

(Signed) T. B. ALVIG,
Master.

Chicago Varnish Company,

MARBLEHEAD YACHT YARD

W. B. STEARNS

Yachts designed, built and repaired

Marine Railway and Storage.

P. O. Box 702.

Yacht Brokerage

MARBLEHEAD, MASS., Feb, 12th, 1907.

Mr. Geo. W. Lyon.

Marine Dept.

Chicago Varnish Co.

New York City..

Dear Sir:-

Replying to yours of the 9th inst, we put in a large stock of your
"Navalite" last year because everybody seemed to want it.

We made no mistake, for we sold it all.

You may look for a good sized order when the season opens.

Yours truly,

Marblehead Yacht Yard.
W B Stearns.

New York, Boston, and Chicago.



MARBLEHEAD YACHT YARD.

Chicago Varnish Company,



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YALE.

YALE UNIVERSITY BOAT HOUSE,
NEW HAVEN, CONN., Feb. 12, 1897.

MR. GEO. W. LYON, MARINE DEPARTMENT,
CHICAGO VARNISH CO., NEW YORK.

DEAR SIR:— We are still using "Navalite," and have for past four years. It is the *best* for shells, and stands salt and fresh water better than any other "spar" varnish I have found during my seventeen years in present position.

Yours truly,

(Signed) J. M. ANDRUS,
Superintendent.

New York, Boston, and Chicago.



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Mr. M. F. Buckley, Master.

HELVETIA.

Steam Yacht.	{	L.	92.0	Beam,	12.0	}	COLUMBUS O'D. ISELIN, Esq., Owner.
		W. L.	80.0	Draught,	5.4		

BROOKLYN, N. Y., Feb. 15, 1897.

MR. GEO. W. LYON, MARINE DEPARTMENT,
CHICAGO VARNISH CO., NEW YORK.

DEAR SIR:—The "Helvetia" has had nothing but "Navalite" on in the way of "spar" since 1893, because it gives entire satisfaction. Anything which does that I stick to. Have tried every spar that has come along during that period, but none came up to the "Navalite."

Yours,

M. F. BUCKLEY,
Master Steam Yacht "Helvetia."

Chicago Varnish Company,

STEAM YACHT "JOSEPHINE,"

WILMINGTON, Feb. 2, 1897.

MR. GEO. W. LYON, MARINE DEPARTMENT,
CHICAGO VARNISH CO., NEW YORK.

DEAR SIR:—Your favor 27th ultimo at hand, referring to which will say that when the "Josephine" leaves the Harlan & Hollingsworth Company's hands she will have all her bright work—mahogany houses, teak rails, etc.,—covered with "Navalite." This, I think, will round out and complete the improvements to the "Josephine" done here under my supervision, and answers fully your inquiry as to what I think of it.

Very truly yours,

FREDERICK C. MILLER,

Master.

New York, Boston, and Chicago.



MR. F. C. MILLER, MASTER STEAM YACHT "JOSEPHINE."

Chicago Varnish Company,



Feb. 23rd, 1897.

Geo. W. Lyon, Esq.,
 Marine Dep't.,
 Chicago Varnish Co.,
 New York.

Dear Sir:-

We take great pleasure in recommending "Navalite" varnish for its durability and lustre-retaining qualities. We are using it in all our departments, and it has, so far, given thorough satisfaction.

We remain,

Yours truly,

MARINE VAPOR ENGINE CO.

J. B. Snowell
 President.

New York, Boston, and Chicago.



LAUNCH OF MARINE VAPOR ENGINE CO.

Chicago Varnish Company,

L. J. WING, President.

CHAS. H. MCKINNEY, Vice-President.

WM. B. BECKLEY, Sec'y & Treas.

NEW YORK YACHT, LAUNCH AND ENGINE CO.,

SOLE MANUFACTURERS OF

WING'S MARINE GAS ENGINES,

TELEPHONE, 1653 CORTLANDT.

ALSO DESIGNERS AND BUILDERS OF

STEAM YACHTS AND BUSINESS BOATS,

Launches of Every Description Repaired and Stored under Cover.

Yacht Storage Basin...

Main Office and Works,

MORRIS HEIGHTS ON THE HARLEM RIVER.

DOWN TOWN OFFICE, 109 LIBERTY STREET.



LAUNCH WITH WING'S MARINE GAS ENGINE.
WHERE IS THE MOTOR?

Dictated by L.J.W.

Mr George W. Lyon,
Manager Marine Department,
Chicago Varnish Company,
New York City.

Dear Sir:-

I have used your Navalite varnish for several years in my marine work and like it very much. We all know that a well-finished, well-varnished, bright and shining yacht or launch is really a "thing of beauty and a joy forever" as well as the most agreeable and healthy home that any one can have for his or her vacation. Wishing you the success that you and your Company so well deserve, I am

Yours faithfully

L. J. Wing

New York, Boston, and Chicago.



Mr. Andrew M. O'Dea, Coach.

CREW AND COACH OF WISCONSIN UNIVERSITY.

Won every race entered during 1896.

MADISON, WIS., Sept. 19, 1896.

GEO. W. LYON, MARINE DEPARTMENT,
CHICAGO VARNISH CO., NEW YORK.

DEAR SIR:—"Navalite" possesses all the good qualities of other brands with a few additional ones peculiarly its own. It imparts a beautiful finish, and stands the test of time.

ANDREW M. O'DEA,
Coach University of Wisconsin.

Chicago Varnish Company,



Copyright, 1896, by C. E. Bolles, Brooklyn, N. Y.

Mr. L. A. Jeffrey, Master.

SOVEREIGN.

Steam Yacht.	{	L.	250.6	Beam,	28.1	}	M. C. D. BORDEN, Esq., <i>Owner.</i>
		W. L.	212.0	Draught,	12.0		

BROOKLYN, N. Y., Jan. 29, 1897.

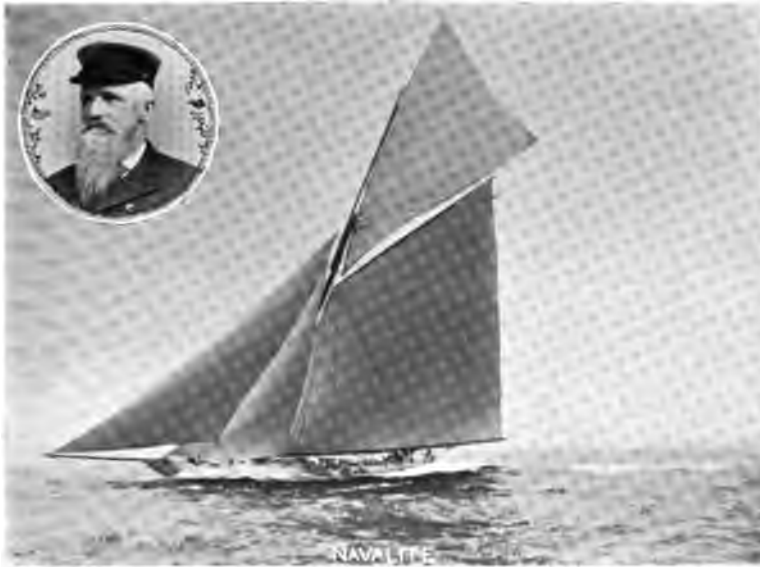
MR. GEO. W. LYON, MARINE DEPARTMENT,
CHICAGO VARNISH CO., NEW YORK.

DEAR SIR:—I get the same satisfactory results from "Navalite" on the "Sovereign" as we obtained on the "Vigilant" and "Defender." Nothing like "Navalite" but "*Navalite*."

Yours truly,

L. A. JEFFREY,
Master Steam Yacht "Sovereign."

New York, Boston, and Chicago.



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"Hank" Haff, Master.

DEFENDER.

{	L.	124.0	Beam,	23.3	}
	W. L.	88.5½	Draught,	19.0	

ISLIP, N. Y., Jan. 23, 1897.

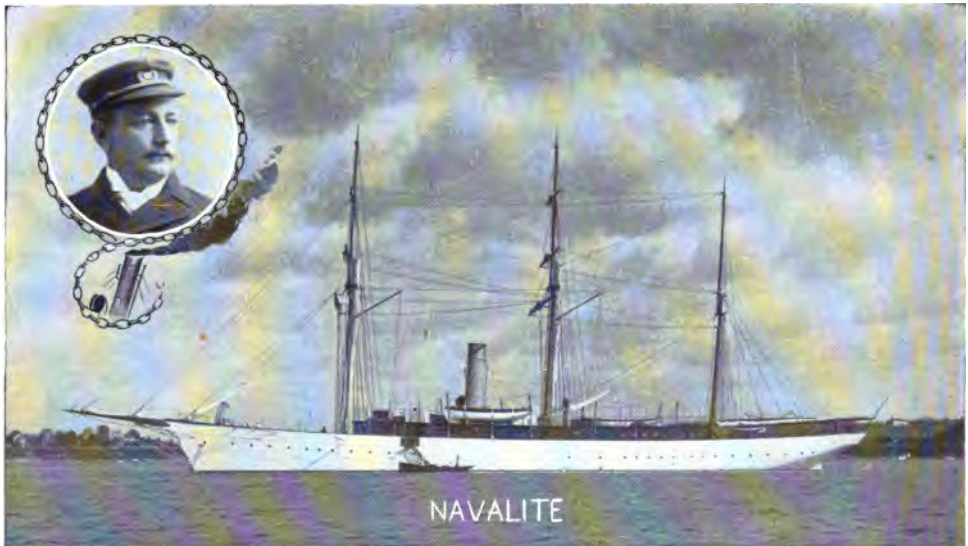
GEO. W. LYON, MARINE DEPARTMENT,
CHICAGO VARNISH CO., NEW YORK.

DEAR SIR:—I have used "Navalite" for the past four years, and it has always given good satisfaction. I believe it to be superior to any other varnish.

Yours truly,

H. C. HAFF.

Chicago Varnish Company,



Copyright, 1896, by C. E. Bolles, Brooklyn, N. Y.

Mr. Chas. W. Scott, Master.

ELEANOR.

Screw Bark.	{	L.	232.0	Beam,	32.0	}	WILLIAM A. SLATER, Esq., Owner.
		W. L.	208.0	Draught,	13.4		

BROOKLYN, N. Y., Feb. 16, 1897.

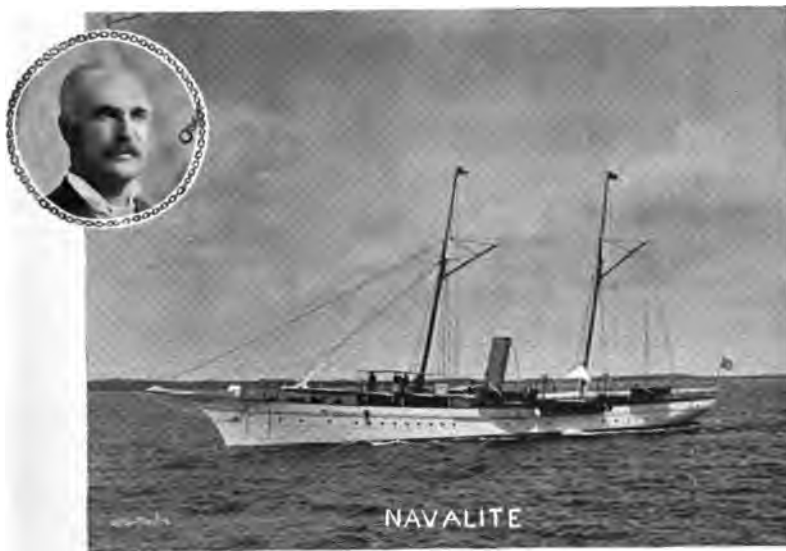
GEO. W. LYON, MARINE DEPARTMENT,
CHICAGO VARNISH CO., NEW YORK.

DEAR SIR:— After two years' use of "Navalite" at home and *abroad*, I can recommend it as a very superior "spar" varnish. It has given me satisfaction in every way, both in wear and finish. Stands salt water to perfection.

Yours very truly,

CHARLES W. SCOTT,
Master Steam Yacht "Eleanor."

New York, Boston, and Chicago.



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ELECTRA.

Mr. Geo. E. Wicks, Master.

Screw Schooner.	{	L.	172.6	Beam,	23.0	}	ELBRIDGE T. GERRY, Esq., <i>Owner.</i>
		W. L.	162.6	Draught,	9.6		

BROOKLYN, Jan. 25, 1897.

CHICAGO VARNISH CO., NEW YORK.

GENTLEMEN:— I have used your "Navalite" for four seasons. It has proved satisfactory in all cases.

Yours truly,

(Signed) GEO. E. WICKS,
Master Steam Yacht "Electra."

Chicago Varnish Company,



**FACTORIES, MARINE RAILWAY, AND BASIN OF THE LOCKWOOD MANUFACTURING CO.,
EAST BOSTON, MASS. A. H. FOLGER, Esq., Manager.**

New York, Boston, and Chicago.

QUINCY A. SHAW, JR. Treasr

A. H. FOLGER, Manager

Wm. L. TOBEY, Engineer



All Agreements are Contingent upon
Strikes, Accidents, Delays of Carriers, and other
delays Unavoidable or beyond our Control

East Boston, Mass. Feb. 10th, 1897.

Mr. George W. Lyon,

Marine Dep't, Chicago Varnish Co., New York.

Dear Sir:-

We have used your "Navalite" in our business for the
past few years and our painter reports with most excellent results.

We deem it a very valuable varnish for marine purposes,-
and can cheerfully recommend its use to all in our line.

Wishing you and your "Navalite" continued success, we are

Yours respectfully,

The Lockwood Manufacturing Company,

A. H. Folger Manager,

Chicago Varnish Company,

Daimler Motor Company,
— MANUFACTURERS OF —
Marine and Stationary Gasoline Motors,

FOR BOATS, STREET RAILWAYS, CARRIAGES, FIRE ENGINES, ELECTRIC LIGHTING

And for Manufacturing and Other Purposes.

SOLE OWNER OF THE UNITED STATES AND CANADA PATENTS OF GOTTLIEB DAIMLER OF CANNSTATT, GERMANY

Office and Manufacturing Works: Nos 937, 939, 941, 943 & 945 Steinway Avenue,

STEINWAY, LONG ISLAND CITY, N. Y.

March 5, 1897. 189

George W. Lyon, Esq.,

Marine Dept. Chicago Varnish Co.,

New York City.

Dear Sir:-

We take pleasure, in fact we consider it our duty to inform you that the "Navalite" deserves only words of praise and that the varnish manufactured by you, under the above name, does full justice to all the good qualities which you claim for it.

Wishing you all possible success, we remain,

Yours very respectfully,

DAIMLER MOTOR COMPANY.

Dict. H. M.

New York, Boston, and Chicago.

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TWIN SCREW DAIMLER CRUISING YACHT.



Chicago Varnish Company,



East Boston, Feb. 10, 1897.

Mr. George W. Lyon,
215 Pearl St., N. Y.

Dear Sir:

We have used your "Navalite" for several years in our steamship and yacht work, and have found it in every respect satisfactory, and cheerfully recommend it.

Yours truly,

THE ATLANTIC WORKS, by

Alfred C. Cary
Treas. & Gen. Mgr.

RULES OF THE ROAD AT SEA.

Chicago Varnish Company,

I.

ACT of August 19, 1890, to adopt regulations for preventing collisions at sea, as amended by the Acts of May 28, 1894 ; August 13, 1894 ; and June 10, 1896, and proclaimed by the President of the United States to take effect July 1, 1897.

[Material changes from former acts indicated by *italics*.]

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the following regulations for preventing collisions at sea shall be followed by all public and private vessels of the United States upon the high seas and in all waters connected therewith, navigable by sea-going vessels.

PRELIMINARY.

In the following rules every *steam vessel* which is under sail and not under steam is to be considered a *sailing vessel*, and every *vessel* under steam, whether under sail or not, is to be considered a *steam vessel*.

The words "steam vessel" shall include any vessel propelled by machinery.

A vessel is "under way" within the meaning of these rules when she is not at anchor, or made fast to the shore, or aground.

RULES CONCERNING LIGHTS, AND SO FORTH.

The word "visible" in these rules, when applied to lights, shall mean visible on a dark night with a clear atmosphere.

ARTICLE 1. The *rules concerning lights* shall be *complied with* in all weathers from sunset to sunrise, and during such time no other lights which may be mistaken for the prescribed lights shall be exhibited.

ART. 2. A *steam vessel* when under way shall carry — (a) On or in front of the foremast, or if a vessel without a foremast, then in the fore part of the vessel, at a height above the hull of not less than twenty feet, and if the breadth of the vessel exceeds twenty feet, then at a height above the hull not less than such breadth, so, however, that the light need not be carried at a greater height above the hull than forty feet, a bright white light, so constructed as to show an unbroken light over an arc of the horizon of twenty points of the compass, so fixed as to throw the light ten points on each side of the vessel, namely, from right ahead to two points abaft the beam on either side, and of such a character as to be visible at a distance of at least five miles.

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(b) On the starboard side a green light so constructed as to show an unbroken light over an arc of the horizon of ten points of the compass, so fixed as to throw the light from right ahead to two points abaft the beam on the starboard side, and of such a character as to be visible at a distance of at least two miles.

(c) On the port side a red light so constructed as to show an unbroken light over an arc of the horizon of ten points of the compass, so fixed as to throw the light from right ahead to two points abaft the beam on the port side, and of such a character as to be visible at a distance of at least two miles.

(d) The said green and red side-lights shall be fitted with inboard screens projecting at least three feet forward from the light, so as to prevent these lights from being seen across the bow.

(e) *A steam vessel when under way may carry an additional white light similar in construction to the light mentioned in subdivision (a). These two lights shall be so placed in line with the keel that one shall be at least fifteen feet higher than the other, and in such a position with reference to each other that the lower light shall be forward of the upper one. The vertical distance between these lights shall be less than the horizontal distance.*

ART. 3. A steam vessel when towing another vessel shall, in addition to her side-lights, carry two bright white lights in a vertical line one over the other, not less than six feet apart, and when towing more than one vessel shall carry an additional bright white light six feet above or below such light, if the length of the tow, measuring from the stern of the towing vessel to the stern of the last vessel towed, exceeds six hundred feet. Each of these lights shall be of the same construction and character, and shall be carried in the same position as the white light mentioned in Article 2 (a), *excepting the additional light, which may be carried at a height of not less than fourteen feet above the hull.*

Such steam vessel may carry a small white light abaft the funnel or aftermast for the vessel towed to steer by, but such light shall not be visible forward of the beam.

ART. 4. (a) A vessel which from any accident is not under command shall carry at the same height as a white light mentioned in Article 2 (a), *where they can best be seen*, and if a steam vessel in lieu of that light, two red lights, in a vertical line one over the other, not less than six feet apart, and of such a character as to be visible *all around the horizon* at a distance of at least two miles; and shall by day carry in a vertical line one over the other, not less than six feet apart, *where they can best be seen*, two black balls or shapes, each two feet in diameter.

(b) A vessel employed in laying or in picking up a telegraph cable shall carry in the same position as the white light mentioned in Article 2 (a), and if a steam vessel in lieu of that light, three lights in a vertical line one over the other not less than six feet apart. The highest and lowest of these lights shall be red, and the middle light shall be white, and they shall be of such a character as to be visible *all around the horizon*, at a distance of at least two miles. By day she shall carry in a vertical line, one over the other, not less than six feet apart,

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where they can best be seen, three shapes not less than two feet in diameter, of which the highest and lowest shall be globular in shape and red in color, and the middle one diamond in shape and white.

(c) The *vessels* referred to in this article, when not making way through the water, shall not carry the side-lights, but when making way shall carry them.

(d) The lights and shapes required to be shown by this article are to be taken by other *vessels* as signals that the *vessel* showing them is not under command and cannot therefore get out of the way.

These signals are not signals of vessels in distress and requiring assistance. Such signals are contained in Article 31.

ART. 5. A *sailing vessel* under way and any *vessel* being towed shall carry the same lights as are prescribed by Article 2 for a *steam vessel* under way, with the exception of the white lights mentioned therein, which they shall never carry.

ART. 6. Whenever, as in the case of small *vessels* under way during bad weather, the green and red side-lights cannot be fixed, these lights shall be kept at hand, lighted and ready for use; and shall, on the approach of or to other *vessels*, be exhibited on their respective sides in sufficient time to prevent collision, in such manner as to make them most visible, and so that the green light shall not be seen on the port side nor the red light on the starboard side, nor, if practicable, more than two points abaft the beam on their respective sides.

To make the use of these portable lights more certain and easy the lanterns containing them shall each be painted outside with the color of the light they respectively contain, and shall be provided with proper screens.

"ART. 7. *Steam vessels of less than forty, and vessels under oars or sails of less than twenty tons gross tonnage, respectively, and rowing boats*, when under way, shall not be required to carry the lights mentioned in Article 2 (a), (b), and (c), but if they do not carry them they shall be provided with the following lights:—

"First. *Steam vessels of less than forty tons shall carry—*

"(a) *In the fore part of the vessel, or on or in front of the funnel, where it can best be seen, and at a height above the gunwale of not less than nine feet, a bright white light constructed and fixed as prescribed in Article 2 (a), and of such a character as to be visible at a distance of at least two miles.*

"(b) *Green and red side-lights constructed and fixed as prescribed in Article 2 (b) and (c), and of such a character as to be visible at a distance of at least one mile, or a combined lantern showing a green light and a red light from right ahead to two points abaft the beam on their respective sides. Such lanterns shall be carried not less than three feet below the white light.*

"Second. *Small steamboats, such as are carried by seagoing vessels, may carry the white light at a less height than nine feet above the gunwale, but it shall be carried above the combined lantern mentioned in Subdivision 1. (b).*

"Third. *Vessels under oars or sails of less than twenty tons shall have ready at hand a lantern with a green glass on one side and a red glass on the other,*

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which, on the approach of or to other vessels, shall be exhibited in sufficient time to prevent collision, so that the green light shall not be seen on the port side nor the red light on the starboard side.

Fourth. Rowing boats, whether under oars or sail, shall have ready at hand a lantern showing a white light which shall be temporarily exhibited in sufficient time to prevent collision.

"The vessels referred to in this article shall not be obliged to carry the lights prescribed by Article 4 (a) and Article 11, last paragraph."—[Act of May 28, 1894.]

ART. 8. Pilot vessels when engaged on their station on pilotage duty shall not show the lights required for other vessels, but shall carry a white light at the masthead, visible all around the horizon, and shall also exhibit a flare-up light or flare-up lights at short intervals, which shall never exceed fifteen minutes.

On the near approach of or to other vessels they shall have their side-lights lighted, ready for use, and shall flash or show them at short intervals, to indicate the direction in which they are heading, but the green light shall not be shown on the port side, nor the red light on the starboard side.

A pilot vessel of such a class as to be obliged to go alongside of a vessel to put a pilot on board may show the white light instead of carrying it at the masthead, and may, instead of the colored lights above mentioned, have at hand, ready for use, a lantern with a green glass on the one side and a red glass on the other, to be used as prescribed above.

Pilot vessels, when not engaged on their station on pilotage duty, shall carry lights similar to those of other vessels of their tonnage.

ART. 9. (Article 9, Act of August 19, 1890, was repealed by Act of May 28, 1894, and Article 10, Act of March 3, 1885, was reenacted in part as follows, by Act of August 13, 1891, and is reproduced here as Article 9 :)

Fishing vessels of less than twenty tons net registered tonnage, when under way and when not having their nets, trawls, dredges, or lines in the water, shall not be obliged to carry the colored side-lights ; but every such vessel shall in lieu thereof have ready at hand a lantern with a green glass on the one side and a red glass on the other side, and on approaching to or being approached by another vessel, such lantern shall be exhibited in sufficient time to prevent collision, so that the green light shall not be seen on the port side nor the red light on the starboard side.

The following portion of this article applies only to fishing vessels and boats when in the sea off the coast of Europe lying north of Cape Finisterre :—

(a) All fishing vessels and fishing boats of twenty tons net registered tonnage or upward, when under way and when not having their nets, trawls, dredges, or lines in the water, shall carry and show the same lights as other vessels under way.

(b) All vessels, when engaged in fishing with drift-nets, shall exhibit two white lights from any part of the vessel where they can be best seen. Such lights shall be placed so that the vertical distance between them shall be not less than

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six feet and not more than ten feet, and so that the horizontal distance between them, measured in a line with the keel of the vessel, shall be not less than five feet and not more than ten feet. The lower of these two lights shall be the more forward, and both of them shall be of such a character and contained in lanterns of such construction as to show all round the horizon, on a dark night, with a clear atmosphere, for a distance of not less than three miles.

(c) All vessels when trawling, dredging, or fishing with any kind of drag-nets shall exhibit, from some part of the vessel, where they can be best seen, two lights. One of these lights shall be red and the other shall be white. The red light shall be above the white light, and shall be at a vertical distance from it of not less than six feet and not more than twelve feet; and the horizontal distance between them, if any, shall not be more than ten feet. These two lights shall be of such a character and contained in lanterns of such construction as to be visible all round the horizon, on a dark night, with a clear atmosphere, the white light to a distance of not less than three miles, and the red light of not less than two miles.

(d) A vessel employed in line-fishing, with her lines out, shall carry the same lights as a vessel when engaged in fishing with drift-nets.

(e) If a vessel, when fishing with a trawl, dredge, or any kind of drag-net, becomes stationary in consequence of her gear getting fast to a rock or other obstruction, she shall show the light and make the fog signal for a vessel at anchor.

(f) Fishing vessels may at any time use a flare-up in addition to the lights which they are by this article required to carry and show. All flare-up lights exhibited by a vessel when trawling, dredging, or fishing with any kind of drag-net, shall be shown at the after part of the vessel, excepting that if the vessel is hanging by the stern to her trawl, dredge, or drag-net, they shall be exhibited from the bow.

(g) Every fishing vessel, when at anchor, between sunset and sunrise, shall exhibit a white light, visible all round the horizon at a distance of at least one mile.

(h) In a fog a drift-net vessel attached to her nets, and a vessel when trawling, dredging, or fishing with any kind of drag-net, and a vessel employed in line-fishing, with her lines out, shall, at intervals of not more than two minutes, make a blast with her fog-horn and ring her bell alternately. [Art. 10, Act March 3, 1885.]

ART. 10. A vessel which is being overtaken by another shall show from her stern to such last mentioned vessel a white light or a flare-up light.

The white light required to be shown by this article may be fixed and carried in a lantern, but in such case the lantern shall be so constructed, fitted, and screened, that it shall throw an unbroken light over an arc of the horizon of twelve points of the compass, namely, for six points from right aft on each side of the vessel, so as to be visible at a distance of at least one mile. Such light shall be carried as nearly as practicable on the same level as the side-lights.

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ART. 11. *A vessel under one hundred and fifty feet in length, when at anchor, shall carry forward, where it can best be seen, but at a height not exceeding twenty feet above the hull, a white light in a lantern so constructed as to show a clear, uniform, and unbroken light, visible all around the horizon, at a distance of at least one mile.*

A vessel of one hundred and fifty feet or upwards in length, when at anchor, shall carry in the forward part of the vessel, at a height of not less than twenty and not exceeding forty feet above the hull, one such light, and at or near the stern of the vessel, and at such a height that it shall be not less than fifteen feet lower than the forward light, another such light.

The length of a vessel shall be deemed to be the length appearing in her certificate of registry.

A vessel aground in or near a fair-way shall carry the above light or lights and the two red lights prescribed by Article 4 (a).

ART. 12. *Every vessel may, if necessary in order to attract attention, in addition to the lights which she is by these rules required to carry, show a flare-up light or use any detonating signal that cannot be mistaken for a distress signal.*

ART. 13. *Nothing in these rules shall interfere with the operation of any special rules made by the government of any nation with respect to additional station and signal lights for two or more ships of war or for vessels sailing under convoy, or with the exhibition of recognition signals adopted by ship owners which have been authorized by their respective governments and duly registered and published.*

ART 14. *A steam vessel proceeding under sail only but having her funnel up, shall carry in daytime, forward, where it can best be seen, one black ball or shape two feet in diameter.*

ART. 15. *All signals prescribed by this article for vessels under way shall be given :
First. By "steam vessels" on the whistle or siren.*

Second. By "sailing vessels" and "vessels towed" on the fog horn.

The words "prolonged blast" used in this article shall mean a blast of from four to six seconds' duration.

A steam vessel shall be provided with an efficient whistle or siren, sounded by steam or by some substitute for steam, so placed that the sound may not be intercepted by any obstruction, and with an efficient fog horn, to be sounded by mechanical means, and also with an efficient bell. (In all cases where the rules require a bell to be used, a drum may be substituted on board Turkish vessels, or a gong where such articles are used on board small seagoing vessels.) A sailing vessel of twenty tons gross tonnage or upward shall be provided with a similar fog horn and bell.

In fog, mist, falling snow, or heavy rainstorms, whether by day or night, the signals described in this article shall be used as follows, namely :—

(a) A steam vessel having way upon her shall sound, at intervals of not more than two minutes, a prolonged blast.

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(b) *A steam vessel under way, but stopped, and having no way upon her, shall sound, at intervals of not more than two minutes, two prolonged blasts, with an interval of about one second between.*

(c) *A sailing vessel under way shall sound, at intervals of not more than one minute, when on the starboard tack, one blast; when on the port tack, two blasts in succession, and when with the wind abaft the beam, three blasts in succession.*

(d) *A vessel when at anchor shall, at intervals of not more than one minute, ring the bell rapidly for about five seconds.*

(e) *A vessel when towing, a vessel employed in laying or in picking up a telegraph cable, and a vessel under way, which is unable to get out of the way of an approaching vessel through being not under command, or unable to maneuver as required by the rules, shall, instead of the signals prescribed in subdivisions (a) and (c) of this article, at intervals of not more than two minutes, sound three blasts in succession, namely: One prolonged blast followed by two short blasts. A vessel towed may give this signal and she shall not give any other.*

Sailing vessels and boats of less than twenty tons gross tonnage shall not be obliged to give the above-mentioned signals, but, if they do not, they shall make some other efficient sound signal at intervals of not more than one minute.

[Approved June 10, 1896.]

SPEED OF SHIPS TO BE MODERATE IN FOG, AND SO FORTH.

ART. 16. *Every vessel shall, in a fog, mist, falling snow, or heavy rainstorms, go at a moderate speed, having careful regard to the existing circumstances and conditions.*

A steam vessel hearing, apparently forward of her beam, the fog signal of a vessel the position of which is not ascertained shall, so far as the circumstances of the case admit, stop her engines, and then navigate with caution until danger of collision is over.

STEERING AND SAILING RULES.

PRELIMINARY — RISK OF COLLISION.

Risk of collision can, when circumstances permit, be ascertained by carefully watching the compass bearing of an approaching vessel. If the bearing does not appreciably change, such risk should be deemed to exist.

ART. 17. *When two sailing vessels are approaching one another, so as to involve risk of collision, one of them shall keep out of the way of the other, as follows, namely: —*

(a) *A vessel which is running free shall keep out of the way of a vessel which is close-hauled.*

(b) *A vessel which is close-hauled on the port tack shall keep out of the way of a vessel which is close-hauled on the starboard tack.*

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(c) When both are running free, with the wind on different sides, the *vessel* which has the wind on the port side shall keep out of the way of the other.

(d) When both are running free, with the wind on the same side, the *vessel* which is to the windward shall keep out of the way of the *vessel* which is to the leeward.

(e) A *vessel* which has the wind aft shall keep out of the way of the other *vessel*.

ART. 18. When two *steam vessels* are meeting end on, or nearly end on, so as to involve risk of collision, each shall alter her course to starboard, so that each may pass on the port side of the other.

This article only applies to cases where *vessels* are meeting end on, or nearly end on, in such a manner as to involve risk of collision, and does not apply to two *vessels* which must, if both keep on their respective courses, pass clear of each other.

The only cases to which it does apply are when each of the two *vessels* is end on, or nearly end on, to the other; in other words, to cases in which, by day, each *vessel* sees the masts of the other in a line, or nearly in a line, with her own; and by night, to cases in which each *vessel* is in such a position as to see both the side-lights of the other.

It does not apply by day to cases in which a *vessel* sees another ahead crossing her own course; or by night, to cases where the red light of one *vessel* is opposed to the red light of the other, or where the green light of one *vessel* is opposed to the green light of the other, or where a red light without a green light, or a green light without a red light, is seen ahead, or where both green and red lights are seen anywhere but ahead.

ART. 19. When two *steam vessels* are crossing, so as to involve risk of collision, the *vessel* which has the other on her own starboard side shall keep out of the way of the other.

ART. 20. When a *steam vessel* and a *sailing vessel* are proceeding in such directions as to involve risk of collision, the *steam vessels* shall keep out of the way of the *sailing vessel*.

ART. 21. Where, by any of these rules, one of two *vessels* is to keep out of the way, the other shall keep her course and speed.

Note. — When, in consequence of thick weather or other causes, such *vessel* finds herself so close that collision cannot be avoided by the action of the giving-way *vessel* alone, she also shall take such action as will best aid to avert collision. (See Articles 27 and 29.) [Act of May 28, 1894.]

ART. 22. Every *vessel* which is directed by these rules to keep out of the way of another *vessel* shall, if the circumstances of the case admit, avoid crossing ahead of the other.

ART. 23. Every *steam vessel* which is directed by these rules to keep out of the way of another *vessel* shall, on approaching her, if necessary, slacken her speed, or stop, or reverse.

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ART. 24. Notwithstanding anything contained in these rules, every vessel, overtaking any other, shall keep out of the way of the overtaken vessel.

Every vessel coming up with another vessel from any direction more than two points abaft her beam, that is, in such a position, with reference to the vessel which she is overtaking, that at night she would be unable to see either of that vessel's side-lights, shall be deemed to be an overtaking vessel; and no subsequent alteration of the bearing between the two vessels shall make the overtaking vessel a crossing vessel within the meaning of these rules, or relieve her of the duty of keeping clear of the overtaken vessel until she is finally past and clear.

As by day the overtaking vessel cannot always know with certainty whether she is forward of or abaft this direction from the other vessel, she should, if in doubt, assume that she is an overtaking vessel and keep out of the way.

ART. 25. In narrow channels every steam vessel shall, when it is safe and practicable, keep to that side of the fair-way or mid-channel which lies on the starboard side of such vessel.

ART. 26. *Sailing vessels under way shall keep out of the way of sailing vessels or boats fishing with nets, or lines, or trawls. This rule shall not give to any vessel or boat engaged in fishing, the right of obstructing a fair-way used by vessels other than fishing vessels or boats.*

ART. 27. In obeying and construing these rules, due regard shall be had to all dangers of navigation and collision, and to any special circumstances which may render a departure from the above rules necessary in order to avoid immediate danger.

SOUND SIGNALS FOR VESSELS IN SIGHT OF ONE ANOTHER.

ART. 28. *The words "short blast," used in this article, shall mean a blast of about one second's duration.*

When vessels are in sight of one another, a steam vessel under way, in taking any course authorized or required by these rules, shall indicate that course by the following signals on her whistle or siren, namely: —

One short blast to mean, "I am directing my course to starboard."

Two short blasts to mean, "I am directing my course to port."

Three short blasts to mean, "My engines are going at full speed astern."

NO VESSEL, UNDER ANY CIRCUMSTANCES, TO NEGLECT PROPER PRECAUTIONS.

ART. 29. Nothing in these rules shall exonerate any vessel, or the owner, or master, or crew thereof, from the consequences of any neglect to carry lights or signals, or of any neglect to keep a proper lookout, or of the neglect of any precaution which may be required by the ordinary practise of seamen, or by the special circumstances of the case.

RESERVATION OF RULES FOR HARBORS AND INLAND NAVIGATION.

ART. 30. Nothing in these rules shall interfere with the operation of a special rule, duly made by local authority, relative to the navigation of any harbor, river, or inland waters.

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DISTRESS SIGNALS.

ART. 31. When a *vessel* is in distress and requires assistance from other *vessels* or from the shore, the following shall be the signals to be used or displayed by her, either together or separately, namely :—

In the daytime—

First. A gun or other *explosive signal* fired at intervals of about a minute.

Second. The international code signal of distress indicated by N. C.

Third. The *distance* signal, consisting of a square flag, having either above or below it a ball or anything resembling a ball.

Fourth. A continuous sounding with any fog-signal apparatus.

At night—

First. A gun or other *explosive signal* fired at intervals of about a minute.

Second. Flames on the *vessel* (as from a burning tar barrel, oil barrel, and so forth).

Third. Rockets or shells throwing stars of any color or description, fired one at a time, at short intervals.

Fourth. A continuous sounding with any fog-signal apparatus. [Act of May 28, 1894.]

SEC. 2. *That all laws or parts of laws inconsistent with the foregoing regulations for preventing collisions at sea for the navigation of all public and private vessels of the United States upon the high seas, and in all waters connected therewith navigable by seagoing vessels, are hereby repealed.* [Act August 19, 1890.]

AN ACT in regard to collision at sea.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That in every case of collision between two vessels it shall be the duty of the master or person in charge of each vessel, if and so far as he can do so without serious danger to his own vessel, crew, and passengers (if any), to stay by the other vessel until he has ascertained that she has no need of further assistance, and to render to the other vessel, her master, crew, and passengers (if any) such assistance as may be practicable and as may be necessary in order to save them from any danger caused by the collision, and also to give to the master or person in charge of the other vessel the name of his own vessel and her port of registry, or the port or place to which she belongs, and also the name of the ports and places from which and to which she is bound. If he fails so to do, and no reasonable cause for such failure is shown, the collision shall, in the absence of proof to the contrary, be deemed to have been caused by his wrongful act, neglect, or default.

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SEC. 2. That every master or person in charge of a United States vessel who fails, without reasonable cause, to render such assistance or give such information as aforesaid, shall be deemed guilty of a misdemeanor, and shall be liable to a penalty of one thousand dollars, or imprisonment for a term not exceeding two years; and for the above sum the vessel shall be liable and may be seized and proceeded against by process in any district court of the United States by any person; one half such sum to be payable to the informer and the other half to the United States.

SEC. 3. That this Act shall take effect at a time to be fixed by the President by Proclamation issued for that purpose.

Approved, Sept 4, 1890.

II.

Regulations to prevent collisions upon the harbors, rivers, and inland waters of the United States, except the Great Lakes and their tributary waters as far east as Montreal.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That on and after March first, eighteen hundred and ninety-five, the provisions of sections forty-two hundred and thirty-three, forty-four hundred and twelve, and forty-four hundred and thirteen of the Revised Statutes and regulations pursuant thereto shall be followed on the harbors, rivers, and inland waters of the United States.

The provisions of said sections of the Revised Statutes and regulations pursuant thereto are hereby declared special rules duly made by local authority relative to the navigation of harbors, rivers, and inland waters as provided for in Article 30 of the Act of August nineteenth, eighteen hundred and ninety, entitled "An Act to adopt regulations for preventing collisions at sea."

SEC. 2. The Secretary of the Treasury is hereby authorized, empowered, and directed from time to time to designate and define by suitable bearings or ranges with light-houses, light-vessels, buoys or coast-objects, the lines dividing the high seas from rivers, harbors, and inland waters.

SEC. 3. Collectors or other chief officers of the customs shall require all sail vessels to be furnished with proper signal lights. Every such vessel that shall be navigated without complying with the Statutes of the United States, or the regulations that may be lawfully made thereunder, shall be liable to a penalty of two hundred dollars, one half to go to the informer; for which sum the vessel so navigated shall be liable, and may be seized and proceeded against by way of libel in any district court of the United States having jurisdiction of the offense.

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SEC. 4. The words "inland waters," used in this Act, shall not be held to include the Great Lakes and their connecting and tributary waters as far east as Montreal; and this Act shall not in any respect modify or affect the provisions of the Act entitled "An Act to regulate navigation on the Great Lakes and their connecting and tributary waters," approved February eighth, eighteen hundred and ninety-five.

[Act Feb. 19, 1895.]

Pursuant to Section 2 of the Act approved Feb. 19, 1895, the following lines dividing the high seas from rivers, harbors, and inland waters are hereby designated and defined:—

(Bearings are Magnetic.)

NEW YORK HARBOR.—From Navesink (southerly) Light House NE. $\frac{5}{8}$ E., easterly, to Scotland Light Vessel, thence NNE. $\frac{1}{2}$ E. through Gedney Channel Whistling Buoy (proposed position) to Rockaway Point Life Saving Station.

BALTIMORE HARBOR AND CHESAPEAKE BAY.—From Cape Henry Light House NE. by E. $\frac{3}{4}$ E., easterly, to Outer Entrance Whistling Buoy, thence N. by E. $\frac{3}{8}$ E. to Cape Charles Light House.

GALVESTON HARBOR.—From Galveston Bar Whistling Buoy, N. by W. $\frac{3}{4}$ W. through the beacon, marking the outer extremity of the N. jetty, and SW. by W. $\frac{1}{2}$ W., westerly, through North Breaker Beacon.

BOSTON HARBOR.—From Point Allerton NNE. $\frac{1}{4}$ E., easterly, through Point Allerton Beacon to Northeast Grave Whistling Buoy, thence NNE. $\frac{1}{4}$ E. to Outer Breaker (Great Pig Rocks) Bell Buoy, thence NE. by E. $\frac{3}{8}$ E. to Halfway Rock Beacon, thence NE. by E. $\frac{1}{4}$ E. to Eastern Point Light House.

SAN FRANCISCO HARBOR.—From Point Bonita Light House SE. $\frac{7}{8}$ S. to Point Lobos.

PORTLAND, ME., HARBOR.—From Cape Elizabeth (E.) Light ENE. to Halfway Rock Light, thence E., southerly to Seguin Light.

PHILADELPHIA HARBOR AND DELAWARE BAY.—From Cape Henlopen Light NE. by E. to South Shoal Whistling Buoy, thence NNE. $\frac{1}{4}$ E. to Cape May Light.

CHARLESTON HARBOR.—From Charleston Light Vessel NW. $\frac{1}{2}$ W. (toward Sullivan's Island Range Rear Light) to the North Jetty, and from Charleston Light Vessel SW. $\frac{1}{8}$ W. to Charleston Whistling Buoy, thence SW. $\frac{7}{8}$ W. to Charleston Main Channel Entrance Bell Buoy, thence W. to Folly Island.

SAVANNAH HARBOR AND CALIBOGUE SOUND.—From Tybee Whistling Buoy NNW. $\frac{1}{8}$ W. through North Slue Channel Outer Buoy to Braddock Point, Hilton Head Island, and from Tybee Whistling Buoy W. to Tybee Island.

ST. SIMON SOUND (BRUNSWICK HARBOR) AND ST. ANDREW SOUND.—From hotel on beach of St. Simon Island $\frac{1}{8}$ mile NE. by E. $\frac{1}{4}$ E. from St. Simon

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Light House SE. $\frac{7}{8}$ E. to St. Simon Sea Buoy, thence S. $\frac{1}{4}$ E. to St. Andrew's Sound Sea Buoy, thence W. to the shore of Little Cumberland Island.

PENSACOLA HARBOR. — From Pensacola Entrance Whistling Buoy N. $\frac{7}{8}$ W., a tangent to the E. side of Fort Pickens, to the shore of Santa Rosa Island, and from the Whistling Buoy NW. $\frac{1}{8}$ W. to Fort McRee Range Front Light.

MOBILE HARBOR AND BAY. — From Mobile Bay Outer or Deep Sea Whistling Buoy (or its watch buoy in summer) NE. by N. to the shore of Mobile Point, and from the Whistling Buoy NW. by W. to the shore of Dauphin Island.

NEW ORLEANS HARBOR AND THE DELTA OF THE MISSISSIPPI. — From South Pass East Jetty Light N. by E. $\frac{1}{2}$ E. to Pass a Loutre Light, thence N. to Errol Island and from South Pass East Jetty Light W. $\frac{7}{8}$ S. to Southwest Pass Light, thence N. to shore.

SAN DIEGO HARBOR. — From Point Loma Light S. $\frac{7}{8}$ E. to San Diego Bay Outside Bar Whistling Buoy, thence NNE. $\frac{7}{8}$ E. to tower of Coronado Hotel.

KITTERY HARBOR, ME., AND PORTSMOUTH HARBOR, N. H. — From Kitts Rocks Bell Buoy, NNE. $\frac{3}{4}$ E. through Horn Island to the main shore, and from Kitts Rocks Bell Buoy NW. by W. $\frac{5}{8}$ W. through Frost's Point Ledge Buoy to Frost's Point, N. H.

NEWBURYPORT, IPSWICH, AND ANNISQUAM HARBORS, MASS. — From Salisbury Beach Range Rear Light a line SE. $\frac{1}{4}$ S. to Newburyport Bar Whistling Buoy, thence a line S. by E. $\frac{3}{8}$ E. (toward Annisquam Light) to a point of intersection with a line drawn from Ipswich Light E. $\frac{1}{8}$ S. to Halibut Point, thence, from the point of intersection, along the latter line E. $\frac{1}{8}$ S. to Halibut Point.

COLUMBIA RIVER ENTRANCE. — From Cape Disappointment Light SE. $\frac{7}{8}$ E. to Point Adams Light.

III.

Rules to be observed by vessels of the navy and the mercantile marine of the United States, navigating the harbors, lakes, and inland waters of the United States, except the Great Lakes and their tributary waters as far east as Montreal.

PRELIMINARY.

The instructions herein contained will be observed in the navigation of vessels of the mercantile marine of the United States; and by the provisions of the Revised Statutes the following rules, from one to twenty-four, inclusive, are made applicable to the navigation of vessels of the Navy.

Every sail vessel of the mercantile marine navigated without complying with the instructions of this circular will be liable to a penalty of two hundred dollars, for which sum the vessel may be seized and proceeded against.

New York, Boston, and Chicago.

STEAM AND SAIL VESSELS.

RULE 1. Every steam vessel which is under sail, and not under steam, shall be considered a sail vessel; and every steam vessel which is under steam, whether under sail or not, shall be considered a steam vessel.

LIGHTS.

RULE 2. The lights mentioned in the following rules, and no others, shall be carried in all weathers, between sunset and sunrise.

LIGHTS FOR OCEAN-GOING STEAMERS AND STEAMERS CARRYING SAIL.

RULE 3. All ocean-going steamers, and steamers carrying sail, shall, when under way, carry : —

(A) At the foremast head, a bright white light, of such a character as to be visible on a dark night, with a clear atmosphere, at a distance of at least five miles, and so constructed as to show a uniform and unbroken light over an arc of the horizon of twenty points of the compass, and so fixed as to throw the light ten points on each side of the vessel, namely, from right ahead to two points abaft the beam on either side.

(B) On the starboard side, a green light, of such a character as to be visible on a dark night, with a clear atmosphere, at a distance of at least two miles, and so constructed as to show a uniform and unbroken light over an arc of the horizon of ten points of the compass, and so fixed as to throw the light from right ahead to two points abaft the beam on the starboard side.

(C) On the port side a red light, of such a character as to be visible on a dark night, with a clear atmosphere, at a distance of at least two miles, and so constructed as to show a uniform and unbroken light over an arc of the horizon of ten points of the compass, and so fixed as to throw the light from right ahead to two points abaft the beam on the port side.

The green and red light shall be fitted with inboard screens, projecting at least three feet forward from the lights, so as to prevent them from being seen across the bow.

LIGHTS FOR TOWING STEAMERS.

RULE 4. Steam vessels, when towing other vessels, shall carry two bright white masthead lights vertically, in addition to their side-lights, so as to distinguish them from other steam vessels. Each of these masthead lights shall be of the same character and construction as the masthead lights prescribed by Rule 3.

LIGHTS FOR STEAMERS NOT OCEAN-GOING NOR CARRYING SAIL.

RULE 5. All steam vessels, other than ocean-going steamers and steamers carrying sail, shall, when under way, carry on the starboard and port sides, lights

Chicago Varnish Company,

of the same character and construction and in the same position as are prescribed for side-lights by Rule 3, except in the case provided in Rule 6o.

LIGHTS FOR STEAMERS ON THE MISSISSIPPI RIVER.

RULE 6. River steamers navigating waters flowing into the Gulf of Mexico, and their tributaries, shall carry the following lights, namely: One red light on the outboard side of the port smoke-pipe, and one green light on the outboard side of the starboard smoke-pipe. Such lights shall show both forward and abeam on their respective sides.

LIGHTS FOR COASTING STEAM VESSELS AND STEAM VESSELS NAVIGATING BAYS, LAKES, AND RIVERS.

RULE 7. All coasting steam vessels, and steam vessels other than ferry boats and vessels otherwise expressly provided for, navigating the bays, lakes, rivers, or other inland waters of the United States, except those mentioned in Rule 6, shall carry the red and green lights as prescribed for ocean-going steamers; and, in addition thereto, a central range of two white lights; the after light being carried at an elevation of at least fifteen feet above the light at the head of the vessel. The head-light shall be so constructed as to show a good light through twenty points of the compass, namely: from right ahead to two points abaft the beam on either side of the vessel; and the after-light so as to show all around the horizon.

THE LIGHTS FOR FERRY BOATS, BARGES, AND CANAL BOATS WHEN IN TOW OF STEAM VESSELS

shall be regulated by such rules as the Board of Supervising Inspectors of Steam Vessels shall prescribe.

LIGHTS FOR SAILING VESSELS.

RULE 8. Sail vessels under way or being towed shall carry the same lights as steam vessels under way, with the exception of the white masthead lights, which they shall never carry. (See Rule 3, *b* and *c*.)

EXCEPTIONAL LIGHTS FOR SMALL SAILING VESSELS.

RULE 9. Whenever, as in case of small vessels during bad weather, the green and red lights cannot be fixed, these lights shall be kept on deck, on their respective sides of the vessel, ready for instant exhibition, and shall, on the approach of or to other vessels, be exhibited on their respective sides in sufficient time to prevent collision, in such manner as to make them most visible, and so that the green light shall not be seen on the port side, nor the red light

New York, Boston, and Chicago.

on the starboard side. To make the use of these portable lights more certain and easy, they shall each be painted outside with the color of the light they respectively contain, and shall be provided with suitable screens.

LIGHTS FOR STEAM VESSELS AND SAILING VESSELS AT ANCHOR.

RULE 10. All vessels, whether steam vessels or sail vessels, when at anchor in roadsteads or fair-ways, shall, between sunset and sunrise, exhibit where it can best be seen, but at a height not exceeding twenty feet above the hull, a white light in a globular lantern of eight inches in diameter, and so constructed as to show a clear, uniform, and unbroken light, visible all around the horizon, and at a distance of at least one mile.

LIGHTS FOR PILOT VESSELS.

RULE 11. Sailing pilot vessels shall not carry the lights required for other sailing vessels, but shall carry a white light at the masthead, visible all around the horizon, and shall also exhibit a flare-up light every fifteen minutes.

LIGHTS FOR COAL BOATS, TRADING BOATS, RAFTS, AND OTHER LIKE CRAFT.

RULE 12. Coal boats, trading boats, produce boats, canal boats, oyster boats, fishing boats, rafts, or other water-craft, navigating any bay, harbor, or river, by hand power, horse power, sail, or by the current of the river, or which shall be anchored or moored in or near the channel or fair-way of any bay, harbor, or river, shall carry one or more good white lights, which shall be placed in such manner as shall be prescribed by the Board of Supervising Inspectors of Steam Vessels.*

Rule 12 shall be so construed as not to require row-boats and skiffs upon the river St. Lawrence to carry lights. (Act June 19, 1886.)

LIGHTS FOR OPEN BOATS.

RULE 13. Open boats shall not be required to carry the side-lights required for other vessels, but shall, if they do not carry such lights, carry a lantern having a green slide on one side and a red slide on the other side; and, on the approach of or to other vessels, such lantern shall be exhibited in sufficient time to prevent collision, and in such a manner that the green light shall not be seen on the port side, nor the red light on the starboard side. Open boats, when at anchor or stationary, shall exhibit a bright white light. They shall not, however, be prevented from using a flare-up, in addition, if considered expedient.

* See additional rules.

Chicago Varnish Company,

LIGHTS ON VESSELS OF THE UNITED STATES NAVY.

RULE 14. The exhibition of any light on board of a vessel of war of the United States may be suspended whenever, in the opinion of the Secretary of the Navy, the commander-in-chief of a squadron, or the commander of a vessel acting singly, the special character of the service may require it.

FOG SIGNALS.

RULE 15. Whenever there is a fog, or thick weather, whether by day or night, fog signals shall be used as follows : —

(A) Steam vessels under way shall sound a steam-whistle placed before the funnel, not less than eight feet from the deck, at intervals of not more than one minute.

(B) Sail vessels under way shall sound a fog-horn at intervals of not more than five minutes.

(C) Steam vessels and sail vessels, when not under way, shall sound a bell at intervals of not more than five minutes..

(D) Coal boats, trading boats, produce boats, canal boats, oyster boats, fishing boats, rafts, or other water-craft, navigating any bay, harbor, or river, by hand power, horse power, sail, or by the current of the river, or anchored or moored in or near the channel or fair-way of any bay, harbor, or river, and not in any port, shall sound a fog horn, or equivalent signal, which shall make a sound equal to a steam-whistle, at intervals of not more than two minutes.

STEERING AND SAILING RULES.

SAILING VESSELS.

RULE 16. If two sail vessels are meeting end on, or nearly end on, so as to involve risk of collision, the helms of both shall be put to port, so that each may pass on the port side of the other.

RULE 17. When two sail vessels are crossing so as to involve risk of collision, then, if they have the wind on different sides, the vessel with the wind on the port side shall keep out of the way of the vessel with the wind on the starboard side, except in the case in which the vessel with the wind on the port side is close-hauled, and the other vessel free, in which case the latter vessel shall keep out of the way. But if they have the wind on the same side, or if one of them has the wind aft, the vessel which is to windward shall keep out of the way of the vessel which is to leeward.

STEAM VESSELS MEETING.

RULE 18. If two vessels under steam are meeting end on, or nearly end on, so as to involve risk of collision, the helms of both shall be put to port, so that each may pass on the port side of the other.

New York, Boston, and Chicago.

TWO STEAMERS CROSSING.

RULE 19. If two vessels under steam are crossing so as to involve risk of collision, the vessel which has the other on her own starboard side shall keep out of the way of the other.

SAIL AND STEAM VESSELS MEETING.

RULE 20. If two vessels, one of which is a sail vessel and the other a steam vessel, are proceeding in such directions as to involve risk of collision, the steam vessel shall keep out of the way of the sail vessel.

STEAM VESSEL APPROACHING ANOTHER VESSEL, OR IN A FOG.

RULE 21. Every steam vessel, when approaching another vessel, so as to involve risk of collision, shall slacken her speed, or, if necessary, stop and reverse ; and every steam vessel shall, when in a fog, go at a moderate speed.

VESSEL OVERTAKING ANOTHER.

RULE 22. Every vessel overtaking any other vessel shall keep out of the way of the last-mentioned vessel.

RIGHT OF WAY.

RULE 23. Where, by Rules 17, 19, 20, and 22, one of two vessels shall keep out of the way, the other shall keep her course, subject to the qualifications of Rule 24.

SPECIAL INSTRUCTIONS.

RULE 24. In construing and obeying these rules, due regard must be had to all dangers of navigation, and to any special circumstances which may exist in any particular case rendering a departure from them necessary in order to avoid immediate danger.

SAILING VESSELS TO BE FURNISHED WITH SIGNAL LIGHTS AND TO SHOW TORCHES.

RULE 25. Collectors, or other chief officers of the customs shall require all sail vessels to be furnished with proper signal lights, and every such vessel shall, on the approach of any steam vessel during the night time, *show a lighted torch* upon that point or quarter to which such steam vessel shall be approaching.

Chicago Varnish Company,



NOTTINGHAM.

Finest Ocean Tug of Steel Afloat. Owned by Central R. R. of New Jersey.

PORT JOHNSTON, NEW JERSEY, Jan. 22, 1897.

MR. GEO. W. LYON, MARINE DEPARTMENT,
CHICAGO VARNISH CO., 215 Pearl Street, New York.

We have been using your "Navalite" on all of our tugs for past two years. We are always ready to test any make of varnish, using yours as a standard. Up to date "Navalite" beats them all.

Yours truly,

W. T. BERNARD,
Shore Capt. C. R. R. of N. J. Sea Going Tugs and Barges.

New York, Boston, and Chicago.



Photo. by N. L. Stebbins, Boston.

Mr. James H. Berry, Master

WAYWARD.

Sloop. {	L. 46.10	Beam, 14.8	{	FREDERICK BELTZ, Esq., Owner.
	W. L. 39.11	Draught, 5.6		

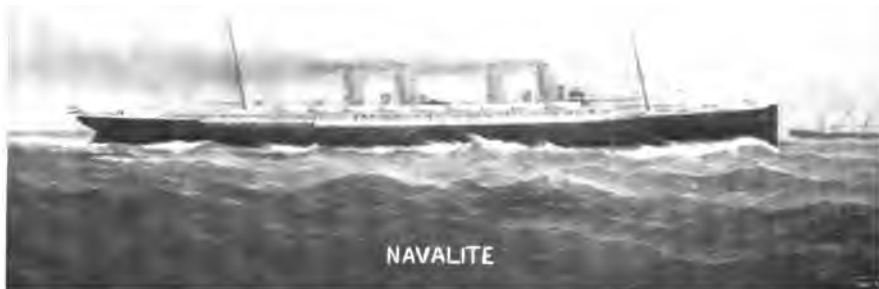
ISLIP, N. Y., Feb. 1, 1897.

MR. GEO. W. LYON, MARINE DEPARTMENT,
CHICAGO VARNISH CO., NEW YORK.

DEAR SIR:— I have used your "Navalite" spar varnish on yacht "Wayward," season of 1896, and can say it is a *first-class* article.

JAMES H. BERRY, *Master.*

Chicago Varnish Company,



THE NEW TWIN-SCREW NORTH GERMAN LLOYD STEAMSHIP

KAISER WILHELM DER GROSSE.

She is the largest ship in the world ; 649 feet long, 28,000 horse power, and 13,800 tons burden.

New York, Boston, and Chicago.

**NORTH GERMAN LLOYD STEAMSHIP CO.,
HOBOKEN, N. J., Feb. 13.**

**GEO. W. LYON, MARINE DEPARTMENT,
CHICAGO VARNISH CO., NEW YORK.**

DEAR SIR : —We used your "Navalite" during 1893, '94, '95 and '96, and shall use it in preference throughout 1897.

Yours truly,

GELIEN & BRICKENSTEIN.

Chicago Varnish Company,

SOLE PROPRIETORS
THE EZEKIEL PAGE BRAND.
FRANK D WILSEY, Pres.

P.O. No. 2000
CABLE ADDRESS "DOGMELON."
TELEPHONE
1204 CORTLANDT.

Established in 1842

The New York Boat Oar Co.

Manufacturers and Dealers in

Oars, Sweeps & Sculls, Mast Hoops,

Handspikes &c.

69 West Street, New York Jan. 21st, 1897.

Mr. Geo. W. Lyon,

Marine Dept. Chicago Varnish Co.,

215 Pearl St., City.

Dear Sir:-

Replying to yours of the 21st inst., we made tests of all known Spar Varnishes. "Navalite" won in every instance, and that is why we have used it on all our varnished work for the past three years.

Yours very truly,

The New York Boat Oar Co.

F. D. Wilsey

New York, Boston, and Chicago.



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HARVARD.

BOAT HOUSE, HARVARD UNIVERSITY,

CAMBRIDGE, MASS., Feb. 3, 1897.

MR. GEO. W. LYON, MARINE DEPARTMENT,
CHICAGO VARNISH CO., NEW YORK.

DEAR SIR:— Yes, we still use your "Navalite" on all of our shells, because it is the best we can find for that purpose. Have used it exclusively for past three years and have not had one complaint.

Yours,

CHARLES W. HART,

Superintendent.

Chicago Varnish Company,

Ship Chandlery

Yacht Supplies

C. HALYBURTON, JR.

STEAMSHIP, RAILROAD and ENGINEERS' SUPPLIES

Special attention given to
Fitting out New Vessels

**NO. 217 WALNUT STREET
PHILADELPHIA**

January 30th., 1897.

Mr. Geo. W. Lyon.

Marine Department.

Chicago Varnish Co.

New York.

Dear Sir;

Replying to your inquiry of the 27th., ins't, would say that we handle your Marine goods in large quantities for three (3) reasons:

1st. Increased demand.

2nd. No complaints.

3rd. More money in handling first class goods than cheap ones.

You can count on a large order for Spring.

Yours truly,

C. Halyburton Jr.

New York, Boston, and Chicago.



Photo. by N. L. Stebbins.

MAY.

Mr. C. D. Loveland, Master.

Steam Yacht. {	L.	226.0	Beam, 27.8	} Mrs. SARA DREXEL FELL,
	W. L.	203.8	Draught, 14 5	

ON BOARD STEAM YACHT "MAY."

ALEXANDRIA, EGYPT, Dec. 23, 1896.

MR. GEO. W. LYON, MARINE DEPARTMENT,
CHICAGO VARNISH CO., NEW YORK.

DEAR SIR:—Found your letter upon my arrival here. Glad to hear from home. "Navalite" is giving the best of satisfaction. Have enough with me to last throughout this cruise, and am glad of it, because there is nothing as good in the varnish line to be had over here, and I never got anything so good and lasting as "Navalite" in the United States.

Yours truly,

C. D. LOVELAND,

Master.

Chicago Varnish Company,

ESTABLISHED 1841.

ANTHONY S. MORSS,

—DEALER IN—

Hardware and Mechanics' Tools,

Brass, Composition and Galvanized Iron

SHIP, YACHT AND BOAT TRIMMINGS, &c.

210 and 212 COMMERCIAL STREET,

Telephone 1644.

Boston, ... Feb 10 ... 1897

Mr. Geo. W. Lyow
Marine Dept
Chicago Varnish Co. N. Y.

Dear Sir,

In answer

to your last would say that we
handle "Varalite" and "Ebinoleum"
in much larger quantities than
the Varnishes of other Mfrs because
there is a demand for them. We
are glad to note that this demand
is steadily on the increase.

Very truly yours
Anthony S. Morss

New York, Boston, and Chicago.



Photo. by N. L. Stebbins.

Mr. Edw. Sherlock, Master.

AMORITA.

Schooner Yacht.	{	L.	99.6	Beam,	20.0	}	W. GOULD BROKAW, Esq., <i>Owner.</i>
		W. L.	69.0	Draught,	10.6		

BOSTON, MASS., Feb. 9, 1897.

MR. GEO. W. LYON, MARINE DEPARTMENT,
CHICAGO VARNISH CO., NEW YORK.

DEAR SIR:—Yours of this date at hand. What can I say for "Navalite" that it don't say for itself? Used it while abroad, and during season of '96, at home on the "Amorita." I try all comers, but during the past four years I have been unable to find any "spar" varnish that comes anywhere near it for durability or finish.

Yours truly,

EDWARD SHERLOCK,

Master Yacht "Amorita."

Chicago Varnish Company,

THE FORE RIVER ENGINE CO.,
BUILDERS OF
STEAM AND SAILING VESSELS, HIGH GRADE MARINE ENGINES.
MARINE RAILWAY. REPAIRS OF EVERY DESCRIPTION.

TELEPHONE CONNECTION.

Neymouth, Mass. February 10th. 1897.

Mr. George W. Lyon,
Marine Dep't, Chicago Varnish Co.,
New York City,

Dear Sir:-

I have used Navalite for several years and have always
found it a most superior varnish. I shall use it exclusively in our
new work this season.

Very truly yours,

The Fore River Engine Co..

F. O. Wellington

New York, Boston, and Chicago.

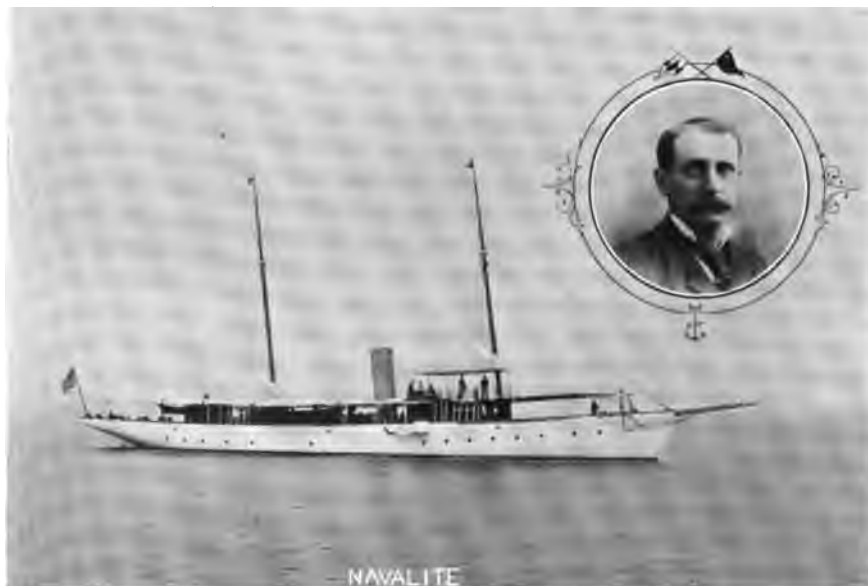


Photo. by N. L. Stebbins.

FORMOSA.

Mr. A. W. Rick, Master.

Steam Yacht.	{	L.	157.0	Beam,	22.0	{	GEORGE F. FABYAN, Esq., <i>Owner.</i>
		W. L.	133.0	Draught,	9.6		

ON BOARD STEAM YACHT "FORMOSA,"

BOSTON, MASS., Feb. 17, 1897.

MR. GEO. W. LYON, MARINE DEPARTMENT,
CHICAGO VARNISH CO., NEW YORK.

GENTLEMEN:— I have used your "Navalite" on all bright work on Steam Yacht "Formosa" for two years, and find it to be the *best* varnish that I ever used.

Yours very truly,

A. W. RICH,

Master.

Chicago Varnish Company,



M. R. COOMBS, SUPT.

Telephone Connection.

OFFICE OF

P. O. Box 1204.

Providence

Dry Dock and Marine Railway Company.

BALANCE DRY DOCK, 16 FT. WATER,
WITH PATENT ADJUSTABLE KEEL BLOCKS.

Marine Railway.

Providence, R. I. Aug 21 1897

Mr. Geo. H. Lyon

Marine Dept. Chicago Varnish Co

Dear Sir

*We have used your Navalite & Shipoleum
Varnishes in the majority of our work this
season, and find that it has given
the best of satisfaction to our customers.
We shall, under these circumstances
place our order for varnish with you
the coming season, and hope to have
as pleasant report to make in the future.*

Yours very truly

PROVIDENCE DRY DOCK
AND MARINE RAILWAY CO.

PROVIDENCE, R. I.

M. R. Coombs

New York, Boston, and Chicago.



METEOR.

Capt. J. P. Kennedy.

NEW HAVEN, CONN., Jan. 21, 1897.

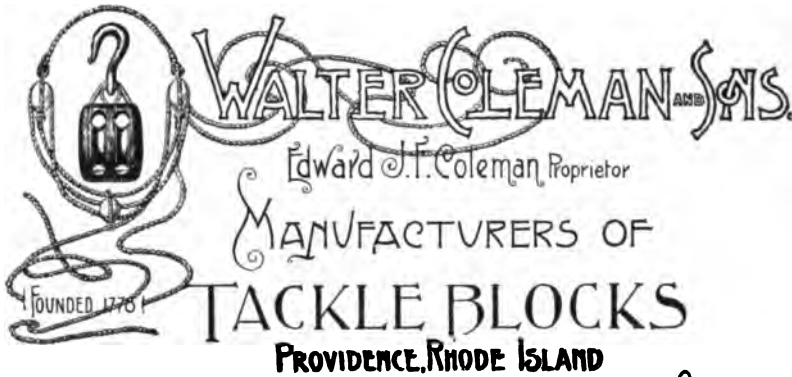
MR. GEO. W. LYON, MARINE DEPARTMENT,
CHICAGO VARNISH CO., NEW YORK.

DEAR SIR:— Yours of the 19th inst. at hand, and in reply would say that for the past twenty years, as master of different yachts, I have used all well-known spar varnishes. I have used "Navalite" for the past four (4) years, as I found it superior in *every* way to all others.

Yours, etc.,

J. P. KENNEDY.

Chicago Varnish Company,



Mr George W by our
Marine Dept.
Chicago Varnishes
New York

Jan 20/97

Sensitive.

We have during the past season sold more of
your Marine Dept. than of any other Marine Varnish that
we carry in stock. Wishing you continued success.
We hope to hear from you soon.

Yours very truly

Walter Coleman & Sons.
Edward J. F. Coleman Proprietor.

New York, Boston, and Chicago.



Copyright, 1896, by C. E. Bolles, Brooklyn, N. Y.

Mr. W. H. H. Curtiss, Master.

NOURMAHAL.

Steam Yacht.	{	L.	250.0	Beam,	30.0	{	JOHN J. ASTOR, Esq., <i>Owner.</i>
		W. L.	227.0	Draught,	14.6		

BROOKLYN, N. Y., Feb. 12, 1897.

MR. GEO. W. LYON, MARINE DEPARTMENT,
CHICAGO VARNISH CO., NEW YORK.

DEAR SIR :— "Navalite" has given me such exceedingly good service in the "Nourmahal" for past two years that I shall have to have more of it the coming season. I have found it "first class" in every respect, and can cheerfully recommend it.

Yours, etc.,

W. H. H. CURTISS,
Master Steam Yacht "Nourmahal."

Chicago Varnish Company,

AGENTS FOR
ENOS' COMBINED
WINDLASS AND BITT.
WALTER'S
WHITE AND BLACK
MARINE GLUE.
FERROLINE,
FOR PREVENTION OF
IRON RUST.

CHAS. D. DURKEE & CO.,
INCORPORATED.
MARINE HARDWARE,
SHIP, YACHT AND CANOE SUPPLIES,
TELEPHONE, 736 BROAD. **26 SOUTH STREET.**

NEW YORK, Feb. 15, 1897.

Geo.W.Lyon, Esq.,

Marine Department,

Chicago Varnish Co.,

215 Pearl St., New York.

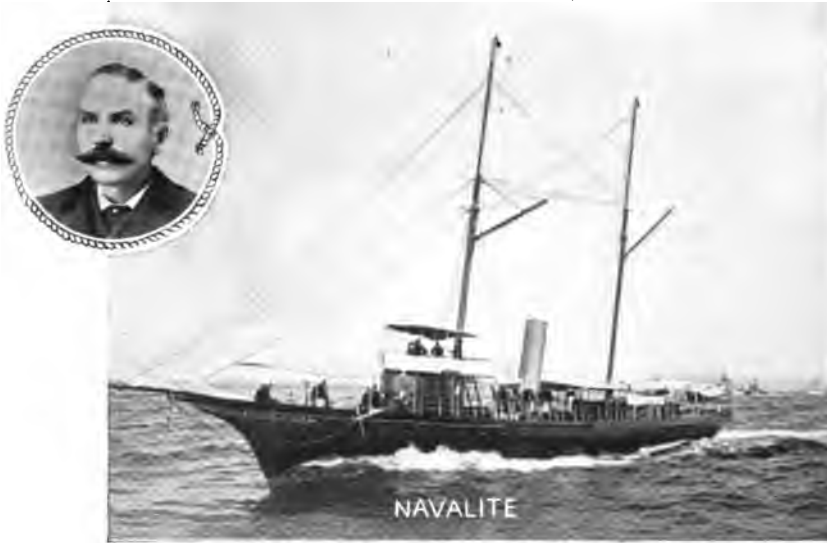
Dear sir,-

Yours of the 15th inst. at hand, and in reply would
say that the increased demand during 1896 over 1895 makes it
manifest that your Navalite must have given every satisfaction.
Our trade so states anyway.

Yours very truly,

Chas D Durkee

New York, Boston, and Chicago.



Copyright, 1896, by C. E. Bolles, Brooklyn, N. Y.

Mr. Geo. Coley, Master.

RADHA.

Steam Yacht.	{	L.	160.0	Beam, 20.4	{	J. BURKE WOLFE, Esq., Owner.
		W. L.	142.0			

BROOKLYN, NEW YORK, March 3, 1897.

MR. GEO. W. LYON, MARINE DEPARTMENT,
CHICAGO VARNISH CO., NEW YORK.

DEAR SIR:— Three years' experience with "Navalite" leaves me in shape to recommend it to any one wishing a *first-class* "spar" varnish. Am glad to speak a good word for "Navalite" at any time.

Yours truly,

GEO. COLEY,
Master Steam Yacht "Radha."

Chicago Varnish Company,

HARLEM ROWING CLUB OF NEW YORK.

NEW YORK, March 2, 1897.

MR. GEO. W. LYON, MARINE DEPARTMENT,
CHICAGO VARNISH CO., NEW YORK.

DEAR SIR:— Yes, I used "Navalite" on our shell during our 1895 race, and the record we made ought to prove that there is little friction caused by "Navalite." Have used it since then, and can cheerfully recommend it.

Yours, etc.,

J. E. NAGLE.

Record still stands unequalled. — ED.

New York, Boston, and Chicago.



F. HAWKINS AND JACK NAGLE.

"Champions of America, 1895."

1½ miles with turn. Time, 8.45. Beating record, 23½ seconds.

Chicago Varnish Company,



Copyright, 1896, by C. E. Bolles, Brooklyn, N. Y.

Mr. N. B. Watson, Master.

CONSTELLATION.

Schooner.	{	L.	131.0	Beam,	24.10	{	BAYARD THAYER, Esq., Owner.
		W. L.	106.6	Draught,	12.0		

BOSTON, MASS., Feb. 5, 1897.

MR. GEO. W. LYON, MARINE DEPARTMENT,
CHICAGO VARNISH CO., NEW YORK.

DEAR SIR:—In reply to yours of the 1st inst., would say that the "Constellation's" wood-work never looked better than when covered with "Navalite." I have used it for the past three years, so she has looked her best during that period. I consider "Navalite" to be the best "spar" varnish in to-day's market.

Yours truly,

N. B. WATSON,
Master Schooner Yacht "Constellation."

New York, Boston, and Chicago.



Photo. by N. L. Stebbins.

HIAWATHA.

Mr. B. Frank Smith, Master.

Steam Yacht. {	L.	135.0	Beam,	16.2
	W. L.	110.0	Draught,	7.0

NEW YORK CITY, Feb. 11, 1896.

MR. GEO. W. LYON, MARINE DEPARTMENT,
CHICAGO VARNISH CO., NEW YORK.

DEAR SIR:—Your favor of the 4th is received, and in reply would say I have used the "Navalite" varnish for the past two seasons, and have found it most excellent for yacht work. It is very durable, and will stand salt water better than anything else in this line that has come to my attention.

Yours truly,

B. FRANK SMITH,
Master Steam Yacht "Hiawatha."

Chicago Varnish Company,



Copyright, 1896, by C. E. Bolles, Brooklyn, N. Y.

Mr. Harry Haff, Master.

WASP.

Cutter.	{	L.	72.0	Beam,	13.0	}	H. F. and R. L. LIPPITT,
		W. L.	45.6	Draught,	10.8		

ISLIP, N. Y., Feb. 5, 1897.

GEO. W. LYON, MARINE DEPARTMENT,
CHICAGO VARNISH CO., NEW YORK.

DEAR SIR:—I have used your "Navalite" spar varnish for the past three years, and consider it the best in the market to-day.

Respectfully,

HARRY P. HAFF,
Master Sloop Yacht "Wasp."

New York, Boston, and Chicago.



IDUNA.

Mr. Chris. D. Blunk, Master.

Steam Yacht. {	L. 63.0	Beam, 11½.0	} J. A. FOSTER, Esq., Owner.
	W. L. 54.0	Draught, 5.3	

BOSTON, MASS., Feb. 15, 1897.

MR. GEO. W. LYON, MARINE DEPARTMENT,
CHICAGO VARNISH CO., NEW YORK.

DEAR SIR :—"Navalite" is the best "spar" varnish I ever used. If there is any make of "spar" that I have not tried, it has come on the market since Jan. 1, 1897. None dries so quickly, lasts as long, or gives such a beautiful finish as "Navalite."

Yours,

CHRIS. BLUNK,

Master Steam Yacht "Iduna."

Chicago Varnish Company,



Photo. by Henry G. Peabody.

MINEOLA.

Mr. Clayton Haff, Master.

Cutter.	{	L.	62.0	Beam,	13.10	}	AUGUST BELMONT, Esq., <i>Owner.</i>
		W. L.	45.10	Draught,	10.5		

ISLIP, N. Y., March 3, 1897.

MR. GEO. W. LYON, MARINE DEPARTMENT,
CHICAGO VARNISH CO., NEW YORK.

DEAR SIR:—Have used "Navalite" on yacht "Mineola"—August Belmont, Esq., owner—
and on the "Ilderim"—Mr. Cornelius Vanderbilt, Jr., owner. It is the best "spar" I ever
used.

Yours,

CLAYTON HAFF,
Master.

New York, Boston, and Chicago.



(Com. Lake George Y. C.)

FANITA.

J. Boulton Simpson, Esq., Owner.

ON BOARD STEAM YACHT "FANITA,"
Feb. 16, 1897.

GEO. W. LYON, ESQ., MARINE DEPARTMENT,
CHICAGO VARNISH CO., NEW YORK.

DEAR SIR:—In response to your inquiry of 12th inst., would say that "Navalite" wears and looks as well on the "Fanita" to-day as during seasons of 1894, '95, and '96, and I expect the same will occur during 1897. It stands the storms and water of Lake George *better* than any other "spar" varnish we have ever used.

Yours truly,

JNO. BOULTON SIMPSON,
Owner Steam Yacht "Fanita."

Chicago Varnish Company,



Photo. by N. L. Stebbins.

Mr. C. H. Grant, Master.

PEREGRINE.

Steam Yacht.	{	L.	158.3	Beam,	23.0	}	RALPH H. WHITE, Esq., <i>Owner.</i>
		W. L.	131.0	Draught,	10.0		

STEAM YACHT "PEREGRINE."

SOUTH BOSTON, MASS., Feb. 16, 1897.

GEO. W. LYON, ESQ., MARINE DEPARTMENT,
CHICAGO VARNISH CO., NEW YORK.

SIR:—During the past season your celebrated "Navalite" Varnish has been used on the new yacht "Peregrine," and has given excellent satisfaction.

Yours truly,

C. H. GRANT, *Master.*

New York, Boston, and Chicago.

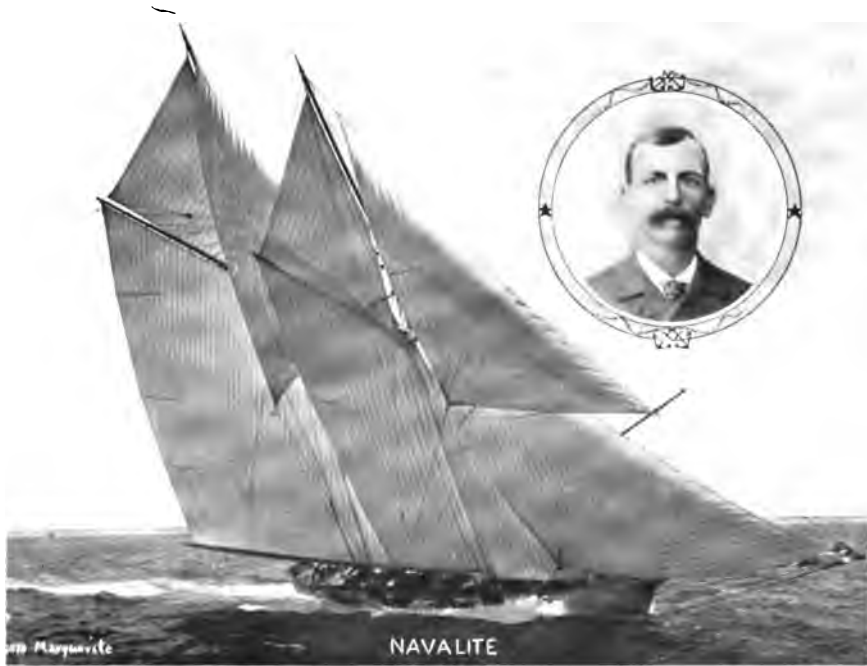


Photo. by N. L. Stebbins.

Mr. James Waters, Master.

MARGUERITE.

Schooner.	{	L.	96.11	Beam,	21.0	}	HENRY W. LAMB, Esq., Owner.
		W. L.	79.11	Draught,	11.0		

SCHOONER "MARGUERITE," Feb. 9, 1897.

GEO. W. LYON, MARINE DEPARTMENT,
CHICAGO VARNISH CO., NEW YORK.

GENTLEMEN:—I have used your "Navalite" and "Cabinoleum" on schooner yacht "Marguerite" during the season of 1894, '95, '96. I have tried almost all the standard varnishes, and cannot find any that can compare with them for yacht work.

I am better satisfied with them because they dry quicker, with better gloss, and last longer than any other marine varnishes I have ever used. Shall continue to use them in the future.

Yours truly,

JAMES WATERS, *Master.*

Chicago Varnish Company,

CHAMBERS, CALDER & CO.,

WHOLESALE DRUGGISTS,

21 AND 23 EXCHANGE PLACE.

**ROBT. S. CHAMBERS,
OSB. S. CALDER,**

**WM. C. CALDER,
WM. S. CHAMBERS.**

Providence, R. I., *Jan. 4. 1897*

Mr Geo W Lyon

Dear Sir -

*We have sold for the past two
years, in considerable quantities the Sparlite
Varnish by the Chicago Varnish Co, and in
every case it has given perfect satisfaction -
In our long experience as Paint, Oil and
Varnish dealers, we have found nothing to equal
it for durability and fine finish -*

*We know of no Varnish superior to it
for use on Yachts and Steamers -*

Truly Yours

Chambers, Calder & Co

New York, Boston, and Chicago.



Copyright, 1896, by C. E. Bolles, Brooklyn, N. Y.

Mr. W. A. Hansen, Master.

QUICKSTEP.

Schooner.	{	L.	83.0	Beam,	20 0	{	FREDERICK GRINNELL, Esq., <i>Owner.</i>
		W. L.	65.0	Draught,	7.0		

NEW BEDFORD, MASS., Feb. 2, 1897.

MR. GEO. W. LYON, MARINE DEPARTMENT,
CHICAGO VARNISH CO., NEW YORK.

DEAR SIR:—I used "Navalite" on "Vigilant" during 1893, and on "Quickstep" throughout 1894-'95-'96, and shall use it during '97. Am still satisfied because it dries quicker, with better gloss, and lasts longer than any "spar" varnish I have ever used.

Very truly yours,

W. A. HANSEN,
Master.

Chicago Varnish Company,



VENEZUELA.

Red "D" Line Steamer. BOULTON, BLISS & DALLETT, New York.

NEW YORK, Feb. 5, 1897.

MR. GEO. W. LYON, MARINE DEPARTMENT,
CHICAGO VARNISH CO., NEW YORK.

GENTLEMEN:— Your "Navalite" varnish is still giving satisfaction on our steamers for outside bright work; and therefore, as I can find nothing in the market better, I will continue the use of it.

Very truly yours,

JOHN T. DALLAS,
Supt. Red "D" Line.

New York, Boston, and Chicago.

TELEPHONE CALL, "1273, BROOKLYN."

ESTABLISHED 1876.

John H. Kelly's Son

Formerly

John H. Kelly & Son

PLAIN AND DECORATIVE PAINTING ON YACHTS AND STEAMBOATS A SPECIALTY

42, 44 and 46 HOYT STREET,

BRO. N. KELLY

Brooklyn, N.Y. *Feb. 18th 1897*

Mr. Geo. W. Lyon,
Marine Department,
Chicago Varnish Co.
N.Y.

Dear Sir:

Yours of this date at hand.
We give every man what he calls for in
the Varnish line but after three years
experience with "Navalite" and "Cabinoleum"
in our Yacht, Tug and Steamboat work
we find better results from their use
than from any other make of Marine
Varnishes now in the market.

Yours truly
Geo. W. Kelly

Chicago Varnish Company,

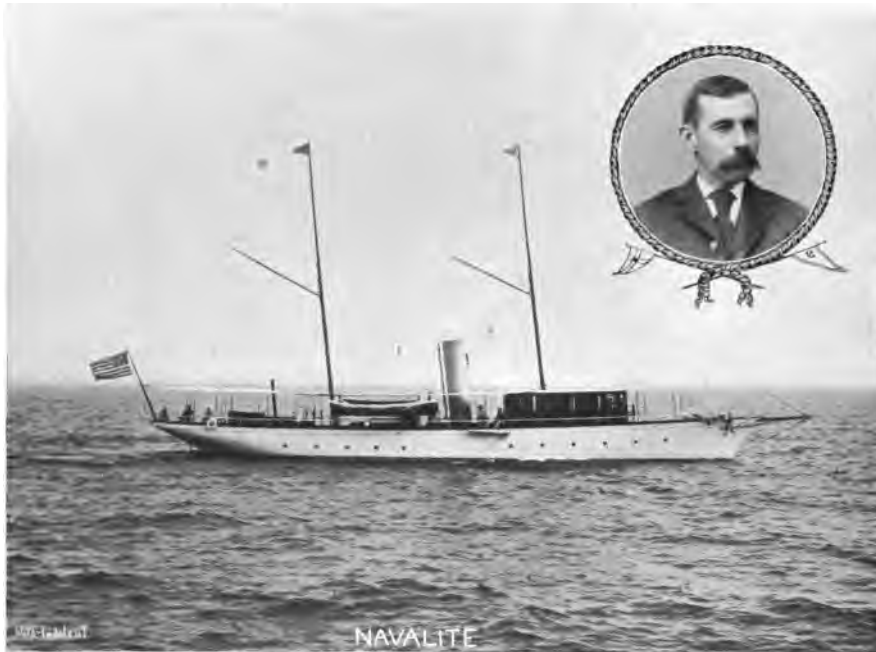


Photo. by N. L. Stebbins, Boston.

INDOLENT.

Mr. E. M. Ricketson, Master.

Steam Yacht.	{	L.	68.0	Beam,	15.8	}	J. C. RHODES, Esq., <i>Owner.</i>
		W. L.	62.0	Draught,	4.4		

NEW BEDFORD, MASS., Feb. 16, 1897.

MR. GEO. W. LYON, MARINE DEPARTMENT,
CHICAGO VARNISH CO., NEW YORK.

DEAR SIR:—Yours of 15th at hand. Have never been sorry on account of using "Navalite." It is the best "spar" varnish I can find. Have noticed no change in its quality since 1895.

Yours,

E. M. RICKETSON,
Master Steam Yacht "Indolent."

New York, Boston, and Chicago.

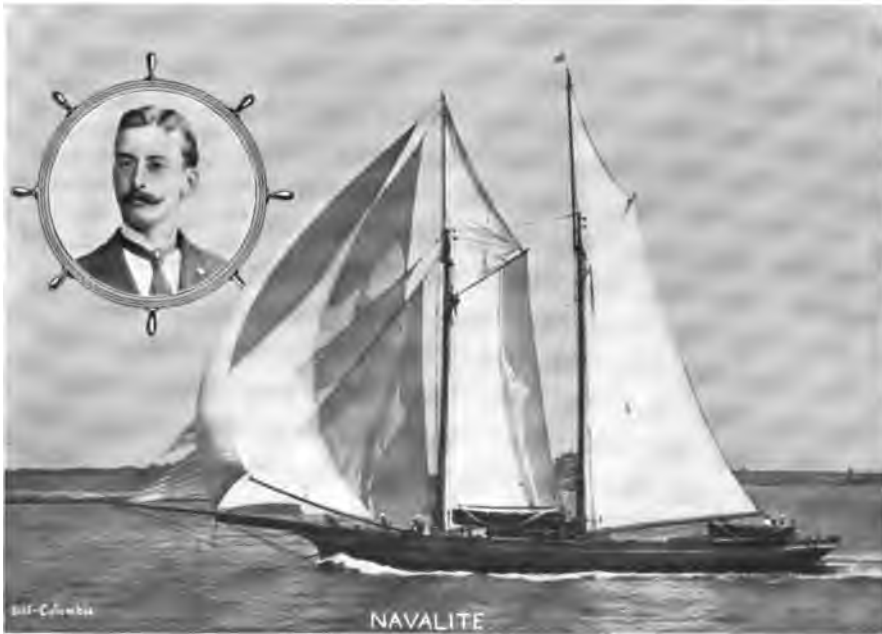


Photo. by N. L. Stebbins.

COLUMBIA.

Mr. C. H. Matthis, Master.

Schooner.	}	L.	107.11	Beam,	21.1	}	JOSEPH DE F. JUNKIN, Esq.,
		W. L.	96.0	Draught,	6.0		Owner.

Feb. 15, 1897.

MR. GEO. W. LYON, MARINE DEPARTMENT,
CHICAGO VARNISH CO., NEW YORK.

DEAR SIR:— We use "Navalite" on all of our bright work with complete satisfaction.
"Navalite" is the *best* of good marine varnishes.

Yours,

C. H. MATTHIS,
Master Schooner Yacht "Columbia."

Chicago Varnish Company,



Photo. by Stanton.

**" RED DRAGON CANOE CLUB," PHILA., PA.
CAMP LIFE.**

GEO. W. LYON, Esq.,
CHICAGO VARNISH CO., New York City.

RED DRAGON CANOE CLUB, WISSINOMING, PHILA.,
Dec. 7, 1896.

DEAR SIR :—Permit us to add briefly our testimony to the almost universal verdict of commendation for your marine varnish — " Navalite."

Properly used it produces results superior to any other similar product within our knowledge, It gives a brilliant, beautiful surface, and one that resists wonderfully well the effects of continued exposure to the weather and hard usage.

Believe us, with best wishes, very truly yours,

M. D. WILT.

H. M. KREAMER.

R. G. FLEISCHMANN.

H. E. BACHMANN.

FORREST L. WISE.

WILL K. PARK.

EDW. D. STEWART.

ALVIN S. FENIMORE.

FRED W. NOYES.

E. W. CRITTENDEN.

C. H. ZIMMERLING.

LLOYD TITUS.

HARRY W. FLEISCHMANN.

JOSEPH EDWARD MURRAY.

WM. J. SCOTT.



"and "Utowana."

.. Feb. 17, 1897.

MENT,
I CO., NEW YORK.

"interior" varnishes
n than those of any
have ever used. Your
ngratulated on the su-
nishes.

truly,

WM. BUP

ver Steam

Chicago Varnish Company,



MR. H. L. SMITH,
Chief Engineer Steam Yacht "Admiral."
(See page 11.)

NEW LONDON, CONN., Feb. 9, 1897.
MR. GEO. W. LYON,
MARINE DEPARTMENT,
CHICAGO VARNISH CO., NEW YORK.

DEAR SIR:— Am surprised at the finish and wear of "Cabinoleum" on our varnished work in "Narada's" engine room. It is elegant. I never could obtain this satisfaction from varnishes used heretofore, consequently am glad to get "Cabinoleum."

Yours,

THOS. REILLY,
Chief Engineer Steam Yacht "Narada."

PROVIDENCE, R. I., Feb. 3, 1897.
MR. GEO. W. LYON,
MARINE DEPARTMENT,
CHICAGO VARNISH CO., NEW YORK.

DEAR SIR:— "Cabinoleum," used in our engine room on steam yacht "Admiral," stands everything so much better than any varnish I could find that I cannot say too much in its favor. Yours truly,

H. L. SMITH,
Chief Engineer of Steam Yacht "Admiral."



MR. THOS. REILLY,
Chief Engineer Steam Yacht "Narada."
(See page 9.)

New York, Boston, and Chicago.

BROOKLYN, N. Y., Jan. 5, 1897.

MR. GEO. W. LYON,
MARINE DEPARTMENT,
CHICAGO VARNISH CO., NEW YORK.

DEAR SIR:—Your "Cabinoleum," which I have had used in engine rooms of steam yachts "Utowana" and "Sovereign," is the best varnish I could find in the market. Over metal or wood it gives the same elegance in finish and durability.

Yours truly,
JOHN T. LEONARD,
*Chief Engineer of Steam Yachts
"Utowana" and "Sovereign."*



MR. JOHN T. LEONARD,
Chief Engineer Steam Yachts "Sovereign" and "Utowana."
(See page 28.)

BROOKLYN, N. Y., Feb. 17, 1897.

MR. GEO. W. LYON,
MARINE DEPARTMENT,
CHICAGO VARNISH CO., NEW YORK.

DEAR SIR:—Your "interior" varnishes give better satisfaction than those of any other manufacturers I have ever used. Your company is to be congratulated on the superiority of their varnishes.

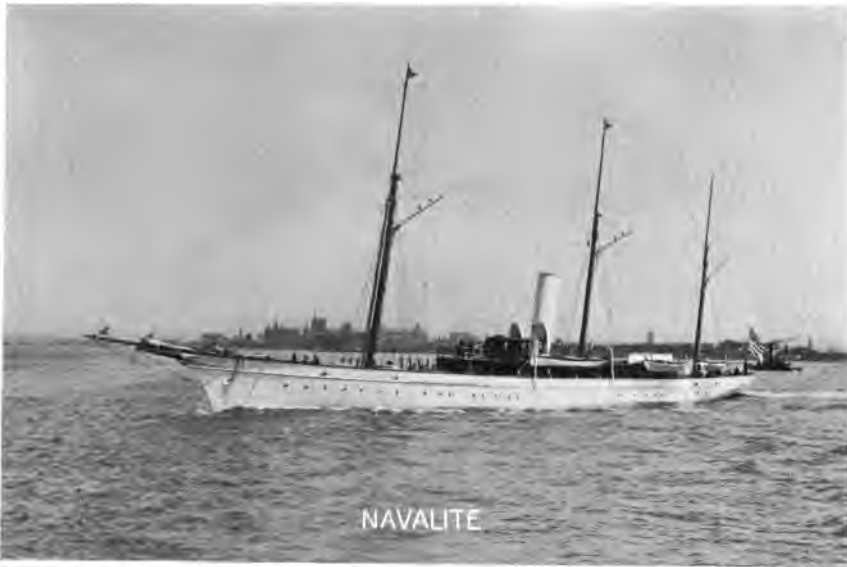
Yours truly,

WM. BURWELL,
Chief Engineer Steam Yacht "Electra."



MR. WILLIAM BURWELL,
Chief Engineer Steam Yacht "Electra."
(See page 31.)

Chicago Varnish Company,



Copyright, 1896, by C. E. Bolles, Brooklyn, N. Y.

ATALANTA.

Steam Yacht.	{	L.	243.0	Beam,	26.5	}	Commodore Geo. J. Gould Owner.
		W. L.	228.9				

BROOKLYN, N. Y., Feb. 16, 1897.

MR. GEO. W. LYON, MARINE DEPARTMENT,
CHICAGO VARNISH CO., NEW YORK.

DEAR SIR:— Have used "Cabinoleum," in engine rooms of steam yacht "Atalanta," Commodore George J. Gould owner, with the best of results. It gives a more beautiful and lasting finish than any interior varnish I can find in the market. It pays to buy the best. It's cheapest in the end.

Yours, etc.,

R. S. BISSETT,
Chief Engineer of "Atalanta."



